

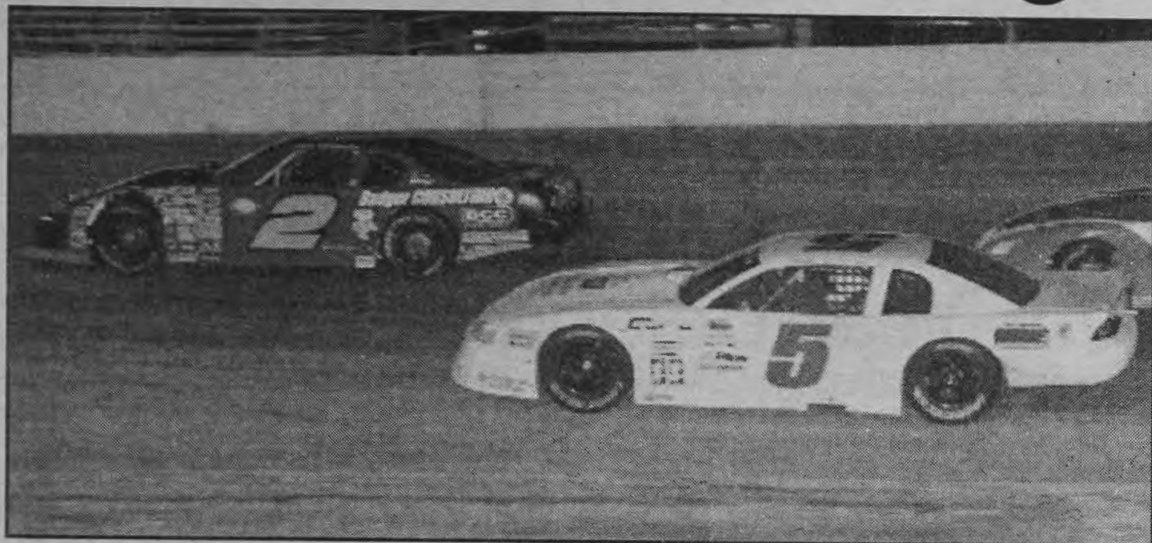
THE Checkered RACING NEWS

Vol. 38, #3 ♦ February 23, 2005 ♦ P.O. Box 386, Ashland, WI 54806-0386 ♦ USPS No. 014570 ♦ Periodical Class Postage Paid at Ashland, WI 54806

New ASL Gearing Up for '05Page 2

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Locals Run Strong in Florida..Coverage begins on P. 4



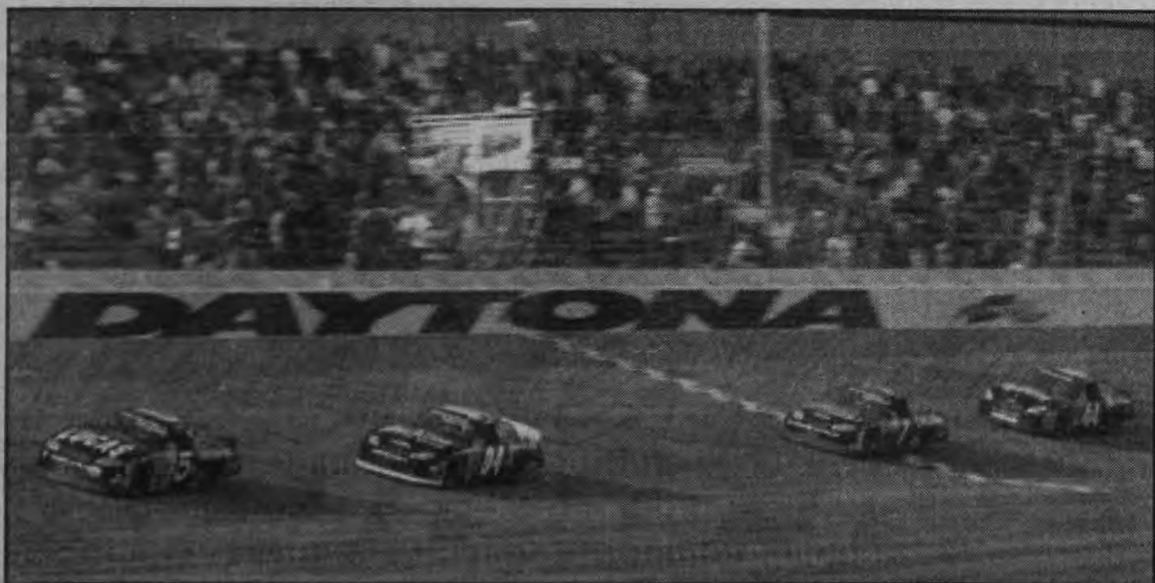
Madison (WI) International Speedway hotshoe Dale Nottestad (2) tries to hold off Mike Donoho (5), a regular at Grundy County Speedway in Morris, IL, during the World Series of Asphalt Stock Car Racing at New Smyrna (FL) Speedway during Florida's annual Speedweeks. **See Page 4.**

(Don Eubanks photo)



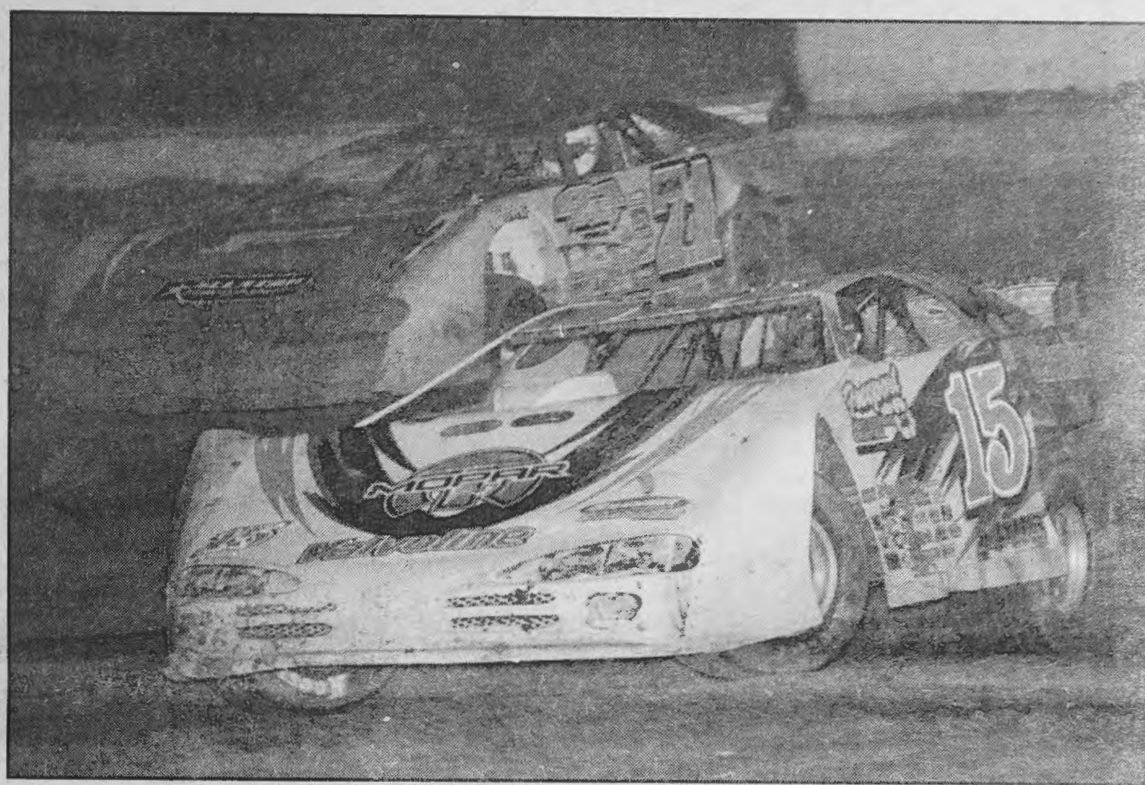
Joel Cryderman is challenged by Shane Cottle (78) during the \$8,000-to-win Open Wheel Modified Winter Nationals finale on Friday, February 18, at East Bay Raceway Park in Tampa, FL. **See Page 7.**

(Neil Miller photo)



Veteran Bobby Gerhart (1) crosses the finish line first to claim the opening ARCA Re/Max Series victory of the season on February 12 at Daytona (FL) International Speedway. **See Page 11.**

(ARCA photo)



Don O'Neal (71) challenges Steve Francis (15) for the lead late in the 75-lap NARA DirtCar Series late model feature on Saturday, February 12, during the 29th annual Winter Nationals event at East Bay Raceway Park near Tampa, FL. **See Page 8.**

(Neil Miller photo)



NASCAR Truck Series competitors Kelly Sutton (02), David Starr (75) and Matt Crafton go three-wide through the corner during the Series-opening event at Daytona (FL) International Speedway on February 18. **See Page 10.**

(Nate Mecha/HSP photo)

New American Stockcar League Signs Up 56 Drivers in Short Order

BAILEYS HARBOR, WI -- As of 5 pm on Thursday, February 10, some 56 race teams registered cars in less than a week's time for the new American Stockcar League since the group's organizational meeting on Saturday, February 5.

Most teams are former competitors in the American Speed Association's National Tour, but some teams are new and will be completing fresh cars for the 2005 season.

"We've had several teams move up from our other Mid-American divisions," noted Mid-Am Stock Car, Inc., president Gary Vercauteren, who will preside over

the ASL.

Some teams will be combining their ASL schedules with the Midwest AllStar late model, Mid-American stock car or Mid-Am super truck series. Five of the registered teams have not raced since the 2003 season.

Series officials anticipate releasing a primarily Midwestern schedule by mid- to late February. "Right now we have ten solid dates, with several others pending," said Vercauteren. "The race teams have expressed an interest in keeping the schedule at the 12-level or under. This series will be driven by team participation, and we will listen to the wishes of

the car owners and drivers."

Tracks booking races for 2005 will have first choice of repeating those dates in 2006. "We've already had several offers for the 2006 season from raceways where schedules are already completed," Vercauteren noted. Series officials have also begun to put together contingency, event sponsor and ticket packages.

The series opener is scheduled for Saturday night, April 30, at the I-70 Speedway in Odessa, MO.

For more information, phone the series office at (920) 823-2856.

White is First Female Driver to Sign with ASL

TOPEKA, KS -- Jenny White of Topeka is the first female driver to register an entry for the newly-formed American Stockcar Series.

The new series has two stops on her home track. The series will contest 150-lap races on the high-banked half-mile I-70 Speedway in Odessa on Saturday night, April 30, and Friday night, September 30.

Jim White, Jenny's dad, is happy that Mid-American Stock Car Series, Inc., of Baileys Harbor, WI, has picked up sanctioning of the former American Speed Association National Touring division for 2005. "We bought this car for the ASA Touring series," said Jim White. "They had problems, but we are extremely happy to have a place to race this car this year."

"We've practiced with the car, but honestly have to get a lot faster by April 30."

Jenny White has excelled both on the race track and in the classroom. She has earned a 4.0 grade-point average through grade school, middle school, high school and college. She is currently studying as a Business Administration major at the University of Kansas.

Her on-track accomplishments include winning the World Cup 200 late model race at I-70 in 2003 and finishing second in the track's points standings. Before moving into a late model car, she competed in quarter-midgets and was a two-time national champion and 16-time regional titlist, and established over 50 track records coast to coast.

Rabinowitch Named Tech Director for ASL

BAILEYS HARBOR, WI -- Randy Rabinowitch of Kennesaw, GA, has been named technical director for the newly organized American Stockcar Series. The series is being organized by Mid-American Stock Car, Inc., of Baileys Harbor.

Rabinowitch worked as an inspector for the American Speed Association for five years, with his latest position being senior technical inspector.

"I want to get ASL's tech department up and running," Rabinowitch said, who will be developing an operations and procedure manual for technical inspections. "I want to rekindle relationships with key people that once technically and financially supported this form of racing."

Also, Mike Lemke has been named overall safety and technical coordinator for all of the Mid-Am divisions and will continue to be the technical director for

the Midwest AllStar Series late model group. John Leverance heads the technical staff for the Mid-American Stock Car Series, and John Heimerl is the chief inspector for the Mid-Am Super Truck Series. Chuck King is the rules coordinator for the Midwest Stock Car Classics.

For more information, phone (920) 823-2856.

Rockford's Spring Classic to Again Open NASCAR Midwest Series Season

DAYTONA BEACH, FL, Feb. 18 -- For Midwestern racing fans, one event has historically marked the start to a new year of local short-track action - Spring Classic weekend at Rockford (IL) Speedway. And 2005 is no exception, as the green flag is set to wave over the 28th annual Spring Classic on April 2-3.

"For as long as I can remember, the Rockford Speedway opener has signified the start of racing in these parts," recalls tour veteran Steve Carlson.

As has been the case for nearly two decades, the NASCAR AutoZone Elite Division, Midwest Series will headline the Spring Classic weekend. Preliminary events will take place on Saturday, April 2, with a 150-lap main event scheduled for Sunday afternoon, April 3.

Carlson knows a thing or two about opening up the racing season at Rockford, having won

six of the historic openers, including the last two. "Rockford Speedway is just one of those tracks that has been really good to me over the years," says Carlson. "I'd like to tell you that there is a magical formula for me winning there, and winning there in the spring, but there isn't."

In its 31-year history the Series has contested 55 feature events at Rockford Speedway, and Carlson is the all-time winningest driver, taking 13 checkered flags.

In addition to the Midwest Series, the Mid-American Stock Car Series, Northern late models and the Big 8 Limited Late Model Series will also see action as part of the Spring Classic weekend. Rockford Speedway is located at the intersection of Forest Hills Road and Highway 173 in Rockford. Further weekend schedule information and ticket prices can be obtained by calling (815) 633-1500.

Midwest Enduro Series to be Part of Elko's 40th-Year Celebration Opener

WATERFORD, WI -- The Midwest Enduro Stock Car and Small Car Series will be part of the 40th anniversary celebration "Enduromania" opener held at the Elko (MN) Speedway on Saturday, April 23.

The format for the special event will be officiated and governed by Midwest Enduro Series rules and guidelines, but a unique system will be used in which the race car specifications will be aligned to match those of the Elko power stocks, Raceway Park bombers and Raceway Park enduro cars. No hybrid cars will be allowed; drivers must specify which series they are associated with and run under the specific rules of that series.

The length of the enduro will be 240 laps, or two hours. Pit stops will be approximately every 80 laps. A \$8,075 total purse will be paid to the top 25 drivers, with \$1,500 going to the winner of the "Enduromania 240." A car entry fee is \$25 if received by March 30, \$35 if received by April 10, and \$50 if received after April 10. Cutoff for entry will be 6 pm on April 23.

A four-cylinder enduro will also be held, with car specifications under the Elko Speedway's Hornet rules. Other four-cylinder cars, such as

those from the Midwest Enduro Small Car Series or Raceway Park's four-cylinder enduro class, may be eligible to run. This contest will be run under the 2005 Midwest Enduro Stock Car Series general information and procedures.

A \$1,680 purse will be paid to the top 20 finishing drivers, with \$250 going to the winner. The event will be 100 laps in duration, or one hour. Car entry fee is \$15 if received by March 30, \$20 if received by April 10 and \$30 if received after April 10. Cutoff for entry is 6 pm on April 23.

The schedule of events has the pit gate opening at 2:30 pm, the tech line opening at 2:45, the front gate opening at 5:30, drivers' and scorers' meeting at 6:20, and racing to begin at 7 pm.

For entry forms and information, contact the Elko Speedway by phone at (952) 461-7223. To contact the Midwest Enduro Stock Car Series for entry forms and information, call (262) 895-6682 from 5-9 pm or leave a message. For technical assistance, contact Kevin Rogers at (262) 728-6240 from 6-10 pm or leave a message.

Promoters Conclude Upbeat RPM Workshop

LAKE MARY, FL, Feb. 12 -- A crowd of 609 people from 40 states and five Canadian provinces gathered at the Orlando Marriott Lake Mary on February 10-12 for the conclusion of the 32nd annual *Racing Promotion Monthly* Promoters Workshops, and promoters battling increased competition for race-night fans left overwhelmingly upbeat about the 2005 season. The Workshop, with the theme, "It's About Saturday Night," featured

speakers, panelists and presenters, all bullish on the future of short-track racing.

"Some people worry that short-track racing is in trouble - even implying that short-track promotional methods are as out-of-date as leisure suits," said Workshops chairman Stewart Doty. "Short-track promoters do not appreciate such characterizations. Short-track promotion is a tough, tough business, and impugning the work of the small business people who own America's 1,000-plus weekly tracks does not help anyone."

"Racing's grassroots faces challenges, but race promotion is as cyclical as any other business, and the promoters gathered here this week shared many ideas and strategies that will help them to compete in a cluttered marketplace."

Highlights of the meeting included remarks by Thunder Road (VT) International Speedbowl promoter and newly-awarded Auto Racing Promoter of the Year Tom Curley, who introduced the first-day proceedings by urging promoters to be candid and critical and to make the most of the competitive advantages short tracks hold in the auto racing marketplace. Other presentations or sessions included those of former ARPY winners Nadine and Bob Strauss, promoters of Lakeport (CA) Speedway; Matt Thomas of DIRTvision.com; promoters Todd Fisher, Brandon Hutchison and Roger Slack; and dirt track prep expert Ed Davis.

The Workshops concluded with the annual risk management and legal session featuring attorneys Cary Agajanian, Don Anspaugh and Ken McGuire.

The 33rd annual RPM Promoters Workshops will begin in December 2005 at Reno, NV. The Speedweek Workshop will be held in February 2006.

'Ice Breaker' Set for Music City

NASHVILLE, TN -- The first annual "Ice Breaker Race" is set for Saturday, February 26, at the Music City Motorplex at the Tennessee State Fairgrounds for Legend, Bandolero, minicup and Baby Grand racers on the half-mile track. Grandstand admission and competitor pit passes are free, while there will be a \$50 entry fee per car.

Gates will open at 2 pm and practice begins at 3. At 4 pm racers will compete for trophies.

The regular season will get underway with an open practice on March 12 for NASCAR divisions, while open practice for the quarter-mile divisions will be held on the 13th. The opening races of the 2005 season are set for the weekend of March 19-20, with the NASCAR divisions competing on the 5/8th-mile "big track" on Saturday and the quarter-mile-track divisions featured on Sunday. Additional information is available by calling the Music City Motorplex at (615) 726-1818.

IRA Outlaws to Return to Luxemburg in '05

LUXEMBURG, WI -- Bumper to Bumper IRA Outlaw Sprint Series officials and promoters of Luxemburg Speedway have announced that the winged sprint cars will return to the third-mile clay oval on Sunday night, July 3.

The Series last raced at the facility in 2003, when veteran Darrell Dodd captured the feature win. Nearly 30 sprinters are expected to take part in the show, which will be complemented by IMCA-style modifieds, which will also run a full program that evening.

"Obviously we're excited to have the 410 sprint cars back," said Luxemburg track manager Rick Goral. "Steve Sinclair and his organization have a great reputation and they do a great job. With the following day a holiday and their series at Plymouth the night before, I think there will be plenty of cars and fans to catch the holiday program."

A full sprint car program, including qualifying, heats, semi-features and the main event, are slated.

In its 44th year of existence, the IRA is known throughout the Midwest as a premier winged sprint car series. In 2005 they will host 26 shows in four different Midwestern states.

For more information on Luxemburg Speedway, call (920) 863-8446. Luxemburg Speedway is located 15 minutes east of Green Bay off Highway 54 at the Kewaunee County Fairgrounds. The track hosts weekly racing every Friday night, beginning April 29 at 7 pm

Correction --

In the January 19 issue of *CFRN*, captions under two photos included in Fay Handricks' 'Round & Around' column misidentified the gentlemen in the photos. The photo at the left is of Slinger (WI) Super Speedway late model rookie of the year Dave Feiler, while the one on the right is of Slinger Midwest Sportsman division champion Gary LaMonte, who was also misidentified in the column.

CFRN regrets the error.



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Hot Laps

Super Truck Rules Meeting Planned in Chippewa Falls

CHIPPEWA FALLS, WI -- A meeting to discuss blending rules between the Mid-American Super Truck Series and the Midwest Truck Series has been set for Saturday, February 26, at 1 pm at the Park Inn, 1009 N. Park Ave., in Chippewa Falls.

The Mid-American Stock Car Series, Inc., will be releasing its 15-race Mid-Am Super Truck Series schedule shortly. The Series opener will be on Friday night, May 13, at Madison International Speedway in Oregon, and the Series finale is expected to be Saturday, October 8, at LaCrosse Fairgrounds Speedway in West Salem.

For more information, call (920) 823-2856.

'Lummie' Helgestad Passes

EDGERTON, WI -- Leslie "Lummie" Helgestad, Sr., 65, of Edgerton, passed away on Sunday, February 6, in Madison.

Helgestad was born January 18, 1940, the son of Lloyd Helgestad and the late Clara (Benash) Helgestad, and the late Dorothy (Warden) Helgestad, his stepmother. Leslie was married to Marian Borchert on June 21, 1957, in Dubuque, IA; she preceded him in death on April 13, 1962. On February 1, 1963, he was married to Katherine "Kay" Stephens.

Lummie was employed at Dorsey Trailer in Edgerton from 1961 until the plant's closing in 1988, where he was a hydraulic expert. From 1988 to 1990 he worked for the Larson Canning Company as a field boss, and in 1990 he was employed by Olson Grains of Edgerton until his retirement in 1996.

In the 1960s he raced stock cars at the Jefferson, Columbus 151 and Capital speedways for car owner Bob Morrison and was a top driver in Wisconsin for several years. He also drove for Roger Stricker before he retired from racing in 1983.

Lummie was an avid and educated hunter and fisherman, teaching his children and grandchildren his craft. He also raised tobacco for many years and was a avid Green Bay Packer fan.

He is survived by his wife of 42 years, Kay of Edgerton; daughters Deb (Cliff) Eitel of Fife, WI; Diane (Johnson) (Mike) Dallman of Edgerton, and Dawn (David) Anderson of Edgerton; sons Steve (Dee Hienz) Helgestad of Stoughton, Leslie "Punky" (Wendy) Helgestad, Jr., of Lake Mills and Lloyd II "Barn" (Dody) Helgestad of Edgerton; his father Lloyd Helgestad of Edgerton; a sister, Carol (Einer) Tellefson of Edgerton; two stepsisters, Katherine and Francis; two stepbrothers, Dan and John; two brothers-in-law, Jim (Jean) Stephens of Edgerton and Bill (Lil) Stephens of Fort Atkinson; a sister-in-law, Pat Starks of Janesville; 17 grandchildren; 11 great-grandchildren; and many nieces, nephews and cousins. He was preceded in death by his first wife, Marian; a son-in-law, Paul Johnson; and a sister-in-law.

In lieu of other expressions of sympathy, a memorial has been established.

'06 Chili Bowl Tix on Sale

TULSA, OK, Feb. 8 -- The most recent chapter of the prestigious Chili Bowl Midget Nationals was completed just one month ago, and preparations are already underway for the 20th edition of the event, to be held at Tulsa Expo Raceway on January 11-14, 2006.

Some anxious fans are getting ready as well, as many have already renewed tickets to secure seats for the 20th Chili Bowl after a record 249 competitors from all variety of racing disciplines converged upon Tulsa last month. Although fans have until September 20 to secure the same seats held in 2005, four-night renewals as well as new four-night ticket orders may be submitted at any time. Three-day tickets will go on sale October 11.

Ticket orders may be placed via the secure on-line site, <<http://www.chilibowl.com/>>, or by calling (918) 838-3777.

Emrick Accepts Position with DIRT Motorsports

by Doc Lehman

NORMAN, OK -- Bret Emrick, a long-time mover and shaker in the dirt late model world, will embark on his 25th season in the dirt racing business as a part of the World of Outlaws Late Model Series.

After 13 years as an announcer at tracks like Wayne County, Lakeville and Pennsboro, Emrick became the race and public relations director for the STARS Renegade late model series and held those positions for ten years, before moving on to the Xtreme DirtCar Series in 2004 when that series purchased the STARS series from Don and Rick Gross in late 2003.

After taking a self-induced 2-1/2-month sabbatical from racing due to serious health issues with his mother, Emrick is rested and ready to return to dirt late model racing in a big way.

"It feels good, to be honest with you," stated Emrick recently. "2004 was a different kind of year for all of us in the industry ... the way the things went at the end of 2004 and the beginning of 2005 there were a lot of questions as to what was going to be going on. I guess, from my own standpoint, I took a couple months off to take care of Mom and everything, and I'm ready to get back at it."

Emrick's new gig comes with similar duties that he has been responsible for in the past.

All Stars Move Sand Mt. Date

CAMARGO, IL -- The All Star Series sprint car event originally scheduled for March 18-19 at Sand Mountain Speedway has been moved to Friday and Saturday, October 28-29. This change has been made to allow for construction of the Sand Mountain facility in Fort Meade, FL, to be completed.

The next race on the All Star schedule is Friday and Saturday night, April 15-16, at Attica (OH) Raceway Park. For more information on the Series, call (217) 352-9221.

Cluever's Odyssey Takes Him to NASCAR

by Mark W. Theisen

CHARLOTTE, NC, Jan. 27 -- It all started with a telephone call.

Todd Cluever was at his Sun Prairie home late last summer when his cell phone rang. It was Jerry Gunderman, a noted car owner from Wisconsin with whom Todd enjoyed many successful runs.

Gunderman told Cluever that he had heard that Jack Roush was beginning a driver screening to fill the NASCAR Craftsman Truck Series ride being vacated by Jon Wood, and that Cluever needed to get a resume off to Roush Racing as soon as possible.

What followed was an incredible odyssey that led Todd into big-league auto racing.

Unlike his rival NASCAR team owners, Roush preferred to bring a driver into his organization who had some racing experience and could be developed - much like he had done with Carl Edwards two years ago - rather than bring in raw drivers from karting and legend cars and bring them slowly up the ladder. Combined with that was a pressing need to fill an immediate vacancy within the organization.

The first step for Todd was to get his resume to Roush, and he did so the same day he received the call from Gunderman.

Now it was up to his accomplishments to speak for themselves.

Three years as a professional two-wheel driver had produced championships in 125cc and 250cc series. Then Cluever went on to late models, where he won the Madison (WI) International Speedway track title in 2001 while earning rookie-of-the-year and championship honors in the Midwest AllStar Racing Series. In 2002 Todd moved on to the American Speed Association, and he was on the fast track in that series before trouble beset the group late in 2004.

With nothing on the table for 2005, Cluever felt that he had nothing to lose by pursuing the Roush dream.

At Roush Racing the resumes were pouring in. By the time the deadline for receiving the resumes had passed they had 400 of them, and each was read and studied carefully.

"We had no idea we would get that many," said Roush. "I made sure that all the resumes were read, and we initially pared the 400 down to 250. Then we began making phone calls to verify everything on the resumes and brought our drivers (Mark Martin, Matt Kenseth, Kurt Busch, Greg Biffle, Edwards and Ricky Craven) and their crew chiefs in to look at what we had and add their input."

"Those 250 became 50, and then telephone interviews and further reference review led us to the 24 drivers that we took to North Wilkesboro for the actual on-track evaluation."

"When I received the telephone call that told me I was going to North Wilkesboro, I was in shock," said Cluever. "The Roush people were extremely nice in setting everything up for the trip to North Wilkesboro, but I really didn't know what to expect and really didn't find out until I got there. They were looking for not only a fast driver, but someone that could relay information about the car, track and tires back to the team, and with the years I've had with hands-on experience in all those aspects, I felt a little more comfortable than some of the others that were on hand for the tests."

After the North Wilkesboro test was concluded, Roush, his drivers and crew chiefs huddled and reviewed what they saw and heard and reduced the number from 24 to 8. Now those eight would face the ultimate challenge - attacking the "Lady in Black," the Darlington International Raceway.

"We all had our turn at the wheel," said Cluever, "but when the day was over we still did not know a thing. We all packed up our gear and headed home after being told that we would hear from them soon."

That "soon" came a day later.

"When my cell went off I looked at the display and saw that the call was from a North Carolina area code, and I began to tense up," said Cluever, not knowing if the news would be good or bad. "The news was good. I was told I was selected as the new driver for the Roush number 50 World Financial Group-Shell Rotella Ford F-150 truck, and that Roush wanted me to be at Homestead-Miami Speedway for a press conference to introduce me to the media as part of the Ford Weekend at Homestead to end the 2004 season."

Within a day Todd had his travel plans and tickets to Miami, where Roush introduced Todd to the media. "Todd stood straightest and tallest among them all," Roush told the gathering, "and we are extremely proud to have a talent like him join our organization."

"It's such a big opportunity to race with such a highly regarded organization as Roush," Cluever told the assembled media. "In just a short time everyone at Roush has welcomed me to the organization and wished me well. Now it is up to me."

Todd spent the remainder of the weekend at Miami meeting the Roush Busch and Nextel Cup team members, and he recalled how nice everyone was at the time and still is as the season fast approaches.

Todd, along with other seven drivers that made it to Darlington, signed contracts with Roush before the final test, so he knew up front what was expected. The contracts of the seven that did not make it were negated and Todd's was

placed in effect, and immediately the organization assigned him a public relations person to help in the development of his public speaking and sponsorship responsibilities.

"From talking to Matt (Kenseth) I knew what the demands on my time were going to be," said Cluever, "but I had to find a way to manage all my time, and that is where the experience at Roush paid off. They know what to do and have been a tremendous help in me getting to know my team members, getting needed practice and working with the team in the shop to get my trucks comfortable."

"I'll be leaning on Ricky (Craven) a lot this season," said Cluever. Craven moves to the Truck Series from the NASCAR Nextel Cup side and will drive Edwards' number 99. Craven brings a wealth of experience to Roush, and many feel that it is Craven - a seasoned veteran - that will replace Martin after Martin retires in 2005.

NASCAR, concerned about Cluever's lack of big-track experience, confronted Roush about this, and Roush opted to enter Cluever in the ARCA event that has long been a part of Daytona's annual Speedweeks. Scrambling to put a car and team together, Roush took an old Mark Martin car and engine from another team and put together a make-shift crew. Cluever qualified a strong third after several impressive practice runs.

In the race all was going well and Cluever was showing NASCAR that he belonged on the track, drafting with the leaders all race long, until he was hit in the rear by a spinning Joey Miller late in the race and sent into a series of flips that looked much more severe than it really was.

"It was pretty intense," said Cluever after the series of rolls. "I was just along for the ride, and just when I thought it was over, boom, I was hit again and began to roll again. It just went on and on!"

Bruises were all Cluever sustained in the wreck, which, ironically, was the first time in 18 years of competition that a Roush Racing car rolled.

"Just my luck, to join this team with that kind of distinction," continued Cluever. "It was just a racing deal, and we all learned from it. Hopefully I never have to experience it again."

He made his Truck Series debut on Friday, February 18, after two-and-a-half months of non-stop work, but he struggled to a 32nd-place finish.

Since November it has been a whirlwind for Cluever, and what has been most impressive is his poise through it all. Acting as if he has been at this forever, he approached the media, his team and his new with role with graciousness and aplomb, and I for one hope that he enjoys nothing but success.

Promoters Vote Curley as 29th ARPY Winner

LAKE MARY, FL, Feb. 10 -- In the Grand Ballroom at the Orlando Marriott Lake Mary on February 10, Tom Curley, promoter of Thunder Road (VT) International Speedbowl, was presented the 29th Auto Racing Promoter of the Year award by *Racing Promotion Monthly* on his third nomination. The ceremony was part of the 32nd annual RPM Promoters Workshops at the hotel. The ARPY is selected annually in balloting by promoters nationwide.

Honored as regional Auto Racing Promoters of the Year were Frank Plessinger of Hagerstown (MD) Speedway; the Stone family and Ted Austad of Oglethorpe (GA) Speedway; Dick Chrysler of Kil-Kare (OH) Speedway; Bob Allen of Arlington and Redwood (MN) Speedways; Robert Lawton of Boone (IA) Speedway; Lanny Edwards of Devil's Bowl, Lawton and State Fair Speedways (TX, OK); John Padjen of Silver Dollar and Placerville (CA) Speedways; and Curley.

Two other awards were presented during the ceremonies. Rex Robbins, founder of the American Speed Association, received the sixth annual Stew Reamer Service Award, recognizing lifetime service to the weekly auto racing industry, and the 16th annual *National Speed Sport News* Award for outstanding annual short-track event was presented to the Winter Nationals held annually at East Bay (FL) Raceway.

The Lake Mary Workshop was the second event of the 32nd RPM Promoters Workshops Series and the 89th produced by RPM during its 32-year run. More information is available from RPM at (920) 294-0830.



One of the regional Auto Racing Promoters of the Year awards was presented to Bob and Susan Allen of the Arlington (MN) Raceway by Stewart Doty (r) of *Racing Promotion Monthly* during the 32nd annual RPM Promoters Workshops held in Lake Mary, FL.

(Lukens photo)

ARCA Race Date at Lake Erie Changed

TOLEDO, OH, Feb. 19 -- The date of the 2005 ARCA Re/Max Series race event at Pennsylvania's Lake Erie Speedway has been changed from its originally announced date of Saturday, August 6, to Friday, August 5.

The date change is to accommodate and coincide with Lake Erie's regular Friday-night race program schedule. The Series has run twice at Lake Erie since 2003, with Frank Kimmel and Billy Venturini each recording pole-qualifying runs and Kimmel winning both events.

In addition to the Re/Max Series race, Lake Erie Speedway will host the ARCA Truck Series for the third consecutive season on Friday, May 27.

FLORIDA SPEEDWEEKS COVERAGE

McCreadie Earns First Career WoO LM Win

BARBERVILLE, FL, Feb. 19 -- Tim McCreadie earned his first career World of Outlaws Late Model Series feature win Saturday night and third late model victory during the 34th Winternationals at Volusia Speedway Park. McCreadie posted the fifth-fastest time out of 50 cars and won his heat and the dash to start the main event on the pole.

After Billy Moyer grabbed

the lead at the drop of the green flag, McCreadie surged to the front on lap 2 and led the rest of the way in the 50-lap feature.

Three cautions arose during the final ten laps, including one for a fire that engulfed the engine compartment of Steve Francis' car, but with each restart McCreadie ran stronger while Darrell Lanigan fought off Scott James to finish second. Finishing behind

James were Don O'Neal and Clint Smith.

RESULTS WORLD OF OUTLAWS LATE MODELS

A-Main: Tim McCreadie, Watertown, NY; Darrell Lanigan, Union, KY; Scott James, Bright, IN; Don O'Neal, Martinsville, IN; Clint Smith, Senoia, GA; Billy Moyer, Batesville, AR; Chub Frank, Bear Lake, PA; Mike Balzano, Parkersburg, WV; Dan Schlieper, Sullivan, WI; Brian Birkhofer, Muscatine, IA.

B-Main 1: Robbie Blair, Scott

Bloomquist, Frank.

B-Main 2: Chris Madden, Freddie Smith, Billy Decker.

Heat 1: McCreadie, Smith, Shannon Babb.

Heat 2: James, Birkhofer, Lanigan.

Heat 3: Moyer, Steve Francis, Terry English.

Heat 4: Rick Eckert, O'Neal, Donnie Moran.

Dash: McCreadie, Moyer, James.

Qualifying: Josh Richards, 16.321 secs.



Darren Miller (32) scrambles past Jimmy Mars (28) during action at Volusia Speedway Park during the track's 34th Winternationals event. (Don Eubanks photo)

from New Smyrna Speedway, New Smyrna Beach, FL - World Series of Asphalt Stock Car Racing

RESULTS

DIVISIONAL CHAMPIONS:

Super Late Models: Louie Mechalides.

Late Models: Jerry Artuso.

FL/IMCA Modifieds: Jerry Artuso.

Pro Trucks: Jamie Skinner.

NASCAR Tour Modifieds: Ted Christopher.

SK Modifieds: Steve Reed.

from Sunday, 2/20:

SUPER LATE MODELS

Feature: Jeff Choquette, Jack Landis, David Rogers, Justin Drawdy, Bill Whorff, Jr., Mike Fritts, Ryan Crane, Jay Middleton, Eddie Van Meter, Jeff Gordon.

LATE MODELS

Feature: Jason Boyd, Jerry Artuso, Chuck Burkhalter, Charles Kopach, Tate Pierce, Dan Delisle, Jordan Richardson, Eddie Hartin, Richard Wheelihan, Steve Smith.

FL/IMCA MODIFIEDS

Feature: Lee Collins, Jerry Symons, Jerry Artuso, Jim Flynn, Brian Nestor, Alan Bruns, Chuck Burkhalter, Denis Pierce, Glenn Bradley, Kevin Eloy.

PRO TRUCKS

Feature: Sean Bass, Jamie Skinner, Shaun Icely, Todd Bradberry, Steven Wheatley, Vic Slacter, Kirk Hanson, Dwayne Barrus, Brandon Johnson, Bill Manfull.

NASCAR TOUR MODIFIEDS

Feature: Chuck Hossfeld, Donny Lia, Eric Beers, Zach Sylvester, Ted Christopher, Kevin Goodale, Charlie Pasteryak, Andy Seuss, John Denniston, Brad Vanhouten.

SK MODIFIEDS

Feature: Steve Reed, Eric Beers, Dave Michel, John White, John Jensen, Tom White, Chris Jones, Gwenn Gaumont, Tom Brandt, George Procter.

SUPER STOCKS

Feature: Jack Lenzen, Mike Hendrix, Justin Reynolds, Darren Gould, Lee Wagner, Bob Anderson, Jim Dyson, Dale Carrol, Ed Barber, Bruce Wingate.

from Friday, 2/18:

NASCAR TOUR MODIFIEDS

Feature: Donny Lia, Kevin Goodale, Chuck Hossfeld, Charlie Pasteryak, Curtin Truex, Jr., Jeff Malave, Ted Christopher, Eric Beers, Justin Gaydosh.

SK MODIFIEDS

Feature: Chris Jones, Steve Reed, Dave Michel, Eric Beers, John White, Shannon Moungeau, John Jensen,

George Procter, Gwenn Gaumont, John Denniston.

SUPER LATE MODELS

Feature: Jeff Choquette, Mike Fritts, Louie Mechalides, Justin Drawdy, Eddie Van Meter, David Rogers, Dean Cornelius, Ryan Crane, Donald Chisholm, Greg Boone.

LATE MODELS

Feature: Chuck Burkhalter, Eddie Hartin, Dan Delisle, Jason Boyd, Jerry Artuso, Charles Kopach, Kirk Hooker, Steve Smith, Cynthia Strahley, Alan Bruns.

FL/IMCA MODIFIEDS

Feature: Jerry Symons, Lee Collins, Jerry Artuso, Jim Flynn, Jason Boyd, Brian Nestor, Steve Christman, Chuck Burkhalter, Denis Pierce, Alan Bruns.

PRO TRUCKS

Feature: Jamie Skinner, Sean Bass, Todd Bradberry, Vic Slacter, Shawn Icely, Bill Davis, Ron Gill, Ricky Rubin, Dwayne Barrus, Willy Auchmoody.

SPORTSMAN

Feature: Patrick Thomas, Charlie Vest, Joe Shaver, Mark Peterson, Dale Clouser, Paul Colgan, Earl Beckner, John Webber, Frank Buckanan, Kelly Barber.

from Thursday, 2/17:

SUPER LATE MODELS

Feature: Louie Mechalides, Dean Cornelius, David Rogers, Jack Landis, Mike Fritts, Jay Middleton, Justin Drawdy, Scott Hantz, Ryan Crane, Eddie Van Meter.

LATE MODELS

Feature: Chuck Burkhalter, Rich Clouser, Jason Boyd, Tate Pierce, Kirk Hooker, A.J. Curreli, Alan Bruns, Eddie Hartin, Dan Delisle, Troy Atkins.

FL/IMCA MODIFIEDS

Feature: Jerry Symons, Jerry Artuso, Brad May, Jason Boyd, Rodney Brooks, Steve Christman, Denis Pierce, Chuck Burkhalter, Brian Nester, Alan Bruns.

NASCAR TOUR MODIFIEDS

Feature: Kevin Goodale, Ted Christopher, Eric Beers, Donny Lia, Andy Seuss, Chuck Hossfeld, Charlie Pasteryak, Ed Flemke, Jr., Justin Gaydosh, Jonathan McKennedy.

SK MODIFIEDS

Feature: Steve Reed, Eric Beers, Dave Michel, Chris Jones, John Jensen, John White, George Procter, Gwenn Gaumont, Rowan Penniuk, Shannon Moungeau.

SPORTSMAN

Feature: Patrick Thomas, Charlie Vest, Paul Colgan, Johnny Mitchell, Kelly Barber, Mark Peterson, John Webber, John Waterhouse, Joe Shaver, Dusty



Lake Geneva (WI) Raceway star Ryan Matthews (21) is shown in competition during the World Series of Asphalt Stock Car Racing at New Smyrna Speedway.

(Don Eubanks photo)

Cornelius.

QUICK KIDS

Feature: Chad Akins, David Wilson, Scott Bishop, Kelly Doyle.

PRO TRUCKS

Feature: Jamie Skinner, Sean Bass, Brandon Johnson, Kirk Hanson, Vic Slacter, Bill Manfull, Ron Gill, Ricky Rubin, Matt Martin, Marty Wolf.

from Wednesday, 2/16:

SUPER LATE MODELS

Feature: Mike Fritts, Jack Landis, Ted Christopher, Louie Mechalides, Eddie Van Meter, Jay Middleton, Jeff Choquette, Trevor Stewart, Dean Cornelius, David Rogers.

LATE MODELS

Feature: Jason Boyd, Rich Clouser, Jerry Artuso, Tate Pierce, Chuck Burkhalter, Jordan Richardson, Alan Bruns, Kirk Hooker, Ricahrd Wheelihan, Eddie Hartin.

NASCAR TOUR MODIFIEDS

Feature: Ted Christopher, Chuck Hossfeld, Eric Beers, Charlie Pasteryak, Curtis Truex, Jr., Justin Gaydosh, Jonathan McKennedy, Jim Storace, Andy Seuss, Glen Tyler.

SK MODIFIEDS

Feature: Eric Beers, Chris Jones, Steve Reed, John Jensen, Dave Michel, Rowan Penniuk, John White, Tom White, Dale Holdridge, George Procter.

FL/IMCA MODIFIEDS

Feature: Jerry Artuso, Steve Christman, Alan Bruns, Rodney Brooks, Jason Boyd, Denis Pierce, Lee Collins, Brad May, Harold Crooms, Ricky Moxley.

SPORTSMAN

Feature: Dale Clouser, Patrick Thomas, Paul Colgan, Bruce Betts, Charlie Vest, Earl Beckner, Mark Peterson, Kelly Barber, John Waterhouse, John Webber.

from Tuesday, 2/15:

SUPER LATE MODELS

Feature: Ted Christopher, James Powell, Mike Fritts, Dean Cornelius, Eddie Van Meter, Dalton Zehr, Scott Hantz, David Rogers, Bob Dames, Ryan Foster.

LATE MODELS

Feature: Jason Boyd, Jerry Artuso, A.J. Curreli, Chuck Burkhalter, Rich Clouser, Tate Pierce, Dave Wagner, Alan Bruns, Dan Delisle, Mike Murphy.

MINI-STOCKS

Feature: Sean Bass, Pat Floyd, Jason Cochran, Wayne Wells, Chad Carpenter, Mark Wells, Rick Gamache, Keith Roggen, Jeff Pittsley.

FL/IMCA MODIFIEDS

Feature: Jerry Symons, Jerry Artuso, Lee Collins, Jim Flynn, Steve Christman, Jason Boyd, Rodney Brooks, Alan Bruns, Denis Pierce, Haqold Crooms.

NASCAR TOUR MODIFIEDS

Feature: Ted Christopher, Kevin Goodale, Zach Sylvester, Eric Beers, J.R. Bertuccio, Chuck Hossfeld, Charlie Pasteryak, Curtis Turex, Jr., Justin Gaydosh, Jeff Malave.

SK MODIFIEDS

Feature: Chris Jones, John White, John Jensen, Eric Beers, Tom Farrell, Dale Holdridge, Tom White, George Procter, Steve Reed, John Denniston.

from Monday, 2/14:

NASCAR TOUR MODIFIEDS

Feature: Ted Christopher, Donny Lia, Chuck Hossfeld, Zach Sylvester, Eric Beers, Charlie Pasteryak, Jonathan McKennedy, Jeff Malave, Kevin Goodale, Glen Tyler.

SK MODIFIEDS

Feature: Tim Arre, Tom Farrell, Dave Michel, John White, Steve Reed, Dale Holdridge, Shannon Moungeau, George Procter, Gwenn Gaumont, Tom White.

MINI-STOCKS

Feature: Keith Roggen, Mark Wells, Jason Cochran, Wayne Wells, Rick Gamache, Chris Thornton, Alli Owens, Jeff Pittsley, Pat Floyd.

THUNDER ROADSTERS

Feature: Kyle Beattie, Hutch Hudson, Craig Haack, Jim Fluhrarty, Alli Owens, Jim Wade, Squeak Kennedy, Ray Webb.

FL/IMCA MODIFIEDS

Feature: Lee Collins, Jerry Artuso, Jerry Symons, Brad May, Alan Bruns, Andy Bozell, George Murphy, Brian Nester, Rodney Brooks, Jason Boyd.

LATE MODELS

Feature: Jason Boyd, A.J. Curreli, Jerry Artuso, Rich

Clouser, Chuck Burkhalter, Brad May, Derrick Kelley, Tate Pierce, Alan Bruns, Kirk Hooker.

TBARA OUTLAW WINGED SPRINTS

Feature: Doug Heveron, Dave Steele, Keith Butler, Wayne Reutimann, Jr., Shane Butler, Troy DeCaire, Gary Gimmler, Doug Berryman, Frank Neill, Joe Rebmam.

from Sunday, 2/13:

SUPER LATE MODELS

Feature: David Rogers, Mike Fritts, Louie Mechalides, Ted Christopher, Justin Drawdy, Jay Middleton, Jack Landis, Trevor Stewart, J.R. McMickle, Ryan Matthews.

LATE MODELS

Feature: Jerry Artuso, Rich Clouser, Derrick Kelley, Jason Boyd, A.J. Curreli, Dave Wagner, Tate Pierce, Mike Murphy, David Green, Dan Delisle.

MINI-STOCKS

Feature: Chris Thornton, Keith Roggen, Clint Foley, Allie Owens, Pat Floyd, Jason Cochran, Rick Porter, Wayne Wells, Steven Simpson, Rick Gamache.

THUNDER ROADSTERS

Feature: Kyle Beattie, Jim Fluhrarty, Hutch Hudson, Squeak Kennedy, Alli Owens, Ray Webb, Jim Wade, Craig Haack, Don Beardslee.

TBARA OUTLAW WINGED SPRINTS

Feature: Dave Steele, Wayne Reutimann, Sr., Keith Butler, Troy DeCaire, Dude Teate, Wayne Reutimann, Jr., Hank Lower, Scott Adema, Gary Gimmler, Doug Wimpee.

from Saturday, 2/12:

SUPER LATE MODELS

Feature: Louis Mechalides, Jay Middleton, David Rogers, Jack Landis, Ted Christopher, James Powell III, Derrick Kelley, Ryan Matthews, Dean Cornelius, Dalton Zehr.

LATE MODELS

Feature: Jerry Artuso, Tate Pierce, Tim Russell, Martin Pierce, Rich Clouser, Jordan Richardson, A.J. Curreli, Derrick Kelley, Jason Boyd, Chuck Burkhalter.

TOUR MODIFIEDS

Feature: Chuck Hossfeld, Eric Beers, Ted Christopher, Kevin Goodale, Charlie Pasteryak, Jonathan McKennedy, Curtis Turex, Jr., Andy Seuss, T.J. Potrzeboki, Jeff Malave.

SK MODIFIEDS

Feature: Dale Holdridge, Dave Michel, Tom Farrell, Steve Reed, John White, Shannon Moungeau, Terry Zacharias, George Procter, Tom White, Chris Jones.

MINI-STOCKS

Feature: Robbie Yoakam, Keith Roggen, Rick Sirmans, Ted Vulpus, Chris Thornton, Alli Owens, Clint Foley, Chase Goodson, Pat Floyd, Jeff Pittsley.

SUPER STOCKS

Feature: Pat Buckley, Justin Reynolds, Doug Gould, Lee Wagner, Rob Watford, Mike Hendrix, Bruce Wingate, Ed Barber, Charles Rosenbaum.

from Friday, 2/11:

SUPER LATE MODELS

Feature: Travis Kittleson, Merritt Island; Jay Middleton, Lake City; Justin Drawdy, Fort Pierce; Ted Christopher, Plainville, CT; Pete Shepherd Jr., Norval, Ont.; Louie Mechalides, Tyngsboro, MA; James Powell, III, Astor; Jack Landis, Edgerton, OH; Ryan Foster, Lowell, AR; Bill Whorff, Jr., Topsham, ME.

LATE MODELS

Feature: Jerry Artuso, Tate Pierce, Rich Clouser, Martin Pierce, Tim Russell, Jason Boyd, A.J. Curreli, Don Hess, Jordan Richardson, Dan Delisle.

NASCAR TOUR MODIFIEDS

Feature: Ted Christopher, Eric Beers, Tim Arre, Kevin Goodale, J.R. Swansbrough, Chuck Hossfeld, Zach Sylvester, Andy Seuss, John Denniston, Jim Storace.

SK MODIFIEDS

Feature: Chris Jones, Michael Holdridge, Dave Michel, Terry Zacharias, Tom Farrell, John White, Rowan Penniuk, Steve Reed, Tom White, George Procter.

MINI-STOCKS

Feature: Rick Sirmans, Scott Reeves, Keith Roggen, Ted Vulpus, Robbie Yoakam, Alli Owens, Steven Simpson, Jason Cochran, Randy Blakeslee, Rex Hollinger.

STRICTLY STOCKS

Feature: Charlie Rosarbam, Kerry Payne, P.J. Mascaro, Tammy Clouser, John Cast, Ray Tanguay, Dean Bazzle, Mike Woford.

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FLORIDA SPEEDWEEKS COVERAGE

Moyer Powers to Win in Volusia WoO LM Opener

BARBERVILLE, FL, Feb. 17 -- Billy Moyer started on the pole and drove a near-flawless race to capture the World of Outlaws Late Model Series A-main checkered flag during the 34th annual Winternationals at Volusia Speedway Park Thursday night, in the season-opening race for the Series.

Don O'Neal, Scott James, Rick Eckert and Darrell Lanigan - who started 23rd in the 24-car main event - followed Moyer to the finish.

Moyer charged to the lead and locked into the low groove to build a ten-car lead in less than three laps. A caution for Clint Smith's slowing car on lap 4 bunched the field, but Moyer quickly rebuilt his sizable lead.

With 20 laps down in the 50-lap event, O'Neal had worked into second, and Moyer and O'Neal pulled away from the field. But once James caught O'Neal, it allowed Moyer to increase his lead with 15 laps to go.

As the race wound down, traffic in front of Moyer slowed him, so he shot up the track. But Moyer's momentum had faded, and O'Neal closed fast. When Moyer dove back to the bottom, O'Neal made a last-ditch run at the leader by sliding up the track, and Moyer locked onto the bottom and held on for the victory.

RESULTS

WORLD OF OUTLAWS LATE MODELS

A-Main: Billy Moyer, Don O'Neal, Scott James, Rick Eckert, Darrell Lanigan, Darren Miller, Dale McDowell, Brian Birkhofer, Tim McCreadie, Donnie Moran.

Heat Winners: Birkhofer, Steve Francis, Moyer, Shane Clantonm, Eckert, O'Neal.

B-Main Winners: Steve Shaver, Scott Bloomquist, Mike Balzano.

Dash: Moyer.

Fast Qualifier: Ricky Elliott, 16.592 secs.

McCreadie Scores 2nd Straight Volusia LM Win

BARBERVILLE, FL, Feb. 16 -- The biggest UMP super late model field of the week - 75 cars - showed up on Wednesday, and Tim McCreadie out-duelled Josh Richards, then held off Billy Moyer for a second straight return to victory lane at Volusia Speedway Park.

Richards and McCreadie swapped the point early, with Richards leading the initial half-mile, McCreadie rolling to the front on laps 2 and 3, and Richards crossing the line first to complete lap 4 before McCreadie forced the final exchange during the next circuit. Richards faded as Moyer locked up second ahead of Eckert, Steve Francis and Mike Balzano.

Billy Decker scored his second Florida win in as many years in DIRT big-block modified action. After Jeff Isabell, Sean Beardsly and Tom Sears, Jr., all copped heat wins, the B-main belonged to Alan Johnson. In the feature Decker sailed to victory over J.R. Heffner, Andy Bachetti, Danny Johnson, Brett Hearn, Pat Ward, Rick Laubauch, Bobby Varin, Isabell and Tommy Beamer.

RESULTS

UMP LATE MODELS

Feature: Tim McCreadie, Billy Moyer, Rick Eckert, Steve Francis, Mike Balzano, Josh Richards, Darrell Lanigan, Darren Miller, Scott James, Ricky Elliott.

Heat 1: Richards, Moyer, Clint Smith.

Heat 2: McCreadie, Dale McDowell, Greg Johnson.

Heat 3: Elliott, Matt Miller, Shane Clanton.

Heat 4: Brandon Kinzer, Chub Frank, John Blankenship.

Heat 5: Eckert, Rodney Melvin, Vic Coffey.

Heat 6: John Vandenberg, Francis, Balzano.

Consolation 1: D. Miller, Lanigan, Johnny Collins.

Consolation 2: Dan Schlieper, James, Chris Madden.

Consolation 3: Jimmy Mars, Shannon Babb, Pat Sheltra.

Dash: Smith, McCreadie, Elliott, Kinzer.

Qualifying: Smith, 17.228 secs (104.481 mph).

McCreadie Bags Winternat's UMP LM Win

BARBERVILLE, FL, Feb. 15 -- Second-generation standout Tim McCreadie turned back a last-lap bid by Billy Moyer to claim the thrilling 30-lap UMP super late model victory Tuesday night. It was McCreadie's second win of the season.

McCreadie topped the field of 71 entries in pre-race qualifying, covering the half-mile in a time of 17.182 seconds for an average single-lap speed of 104.761 mph. He also walked away with a win in his heat race, then pulled up to the pole position to start the finale.

After holding down a commanding lead through most of the race, Moyer made it a dead-heat as the dirt duo crossed the line side-by-side with one lap to go. Moyer showed his nose underneath down the back stretch, but McCreadie slammed the door shut in turn 3 and held on for the dramatic victory. Rick Eckert followed in third ahead of Steve Francis and Donnie Moran.

RESULTS

UMP LATE MODELS

Feature: Tim McCreadie, Billy Moyer, Rick Eckert, Steve Francis, Donnie Moran, Mike Balzano, Chris Madden, Darren Miller, John Vandenberg, Dennis Erb.

Heat 1: McCreadie, Madden, Rohn Moon.

Heat 2: Balzano, Francis, Terry English.

Heat 3: Eckert, Moran, Johnny Collins.

Heat 4: Darrell Lanigan, Miller, Eric Jacobsen.

Heat 5: Moyer, Vic Coffey, Dale McDowell.

Heat 6: Brandon Kinzer, Vandenberg, Don O'Neal.

Consolation 1: Jimmy Mars, Chub Frank, Shannon Babb.

Consolation 2: Erb, Robbie Blair, Jackie Boggs.

Consolation 3: Tim Fuller, Rodney Melvin, Duane Mahder.

Qualifying: McCreadie, 17.182 secs (101.752 mph).

Support the Sport!

Eckert Wins Volusia UMP LM Opener

BARBERVILLE, FL, Feb. 14 -- A star-studded field of 71 UMP super late model teams opened the second week of the 34th annual Winternationals at Volusia Speedway Park, and veteran Rick Eckert led wire-to-wire on Monday to capture the 30-lap A-main.

Eckert tamed the half-mile clay oval with a one-lap best time of 17.69 seconds for an average speed of 101.752 mph, then won his heat and was in command from the opening green flag of the main event and never looked back. He was chased across the stripe by Billy Moyer, Steve Francis and Dale McDowell, with Shannon Babb rounding out the top five.

In the four DIRT big-block modified heats, Mike Adderley, Brett Hearn, Andy Bachetti and Mario Clair took wins, while Jerry Hobbie bagged B-main honors.

The 30-lap affair belonged to Hearn, of Sussex, N.J., who led wire to wire over J.R. Heffner, Pat Ward, Rex King, Bachetti, Danny Johnson, Alan Johnson, Billy Decker, Bobby Vain and Randy Chrysler.

RESULTS

UMP LATE MODELS

Feature: Rick Eckert, Billy Moyer, Steve Francis, Dale McDowell, Shannon Babb, Robbie Blair, Tim McCreadie, Darren Miller, Mike Balzano, Dennis Erb.

Heat 1: Eckert, Blair, Babb.

Heat 2: McCreadie, Eric Jacobsen, Jackie Boggs.

Heat 3: Francis, Kenny Schrader, Scott James.

Heat 4: Pat Doar, Donnie Moran,

Chub Frank.

Heat 5: Moyer, Balzano, Kenny Pettyjohn.

Heat 6: McDowell, D. Miller, Erb.

Consolation 1: Jayme Zidar, Dan Stone, Rushing.

Consolation 2: Matt Miller, Duke Whiseant, Terry English.

Consolation 3: Chris Madden, Darrell Lanigan, Pat Sheltra.

Qualifying: Eckert, 17.69 secs (101.752 mph).

Solwold Stuns with First All Star Win; Thatcher Wraps Up Mod Title

BARBERVILLE, FL, Feb. 12 -- Jason Solwold shocked the crowd Saturday night at Volusia Speedway Park by leading the All Star Sprint Series 30-lap A-main wire to wire for his first series win.

Action was halted on lap 2 for a four-car tangle, with Trevor Lewis vaulting over the guardrail. Solwold led Fred Rahmer on the restart and stretched his lead easily in lapped traffic.

Another caution flew on lap 21 when Jac Haudenschild got sideways, but Solwold got a great restart to build another huge lead. Chad Kemenah took third for good on lap 24, and Danny Smith and Mark Smith completed the top five.

Defending UMP Winternationals points champ Craig Thatcher of Knapp, WI, roared to his second modified victory of 2005. After a huge crash on the opening lap, involving just over half the field, Thatcher held off Mark Dotson before Joey Kramer wrestled second away on lap 7.

A lap 8 caution allowed Kramer to close on Thatcher, and the final caution waved on lap 21 when Jason Barnhill rolled to a stop. On the restart Steve Arpin took third from Dotson but ran out of time trying to catch the leaders.

Dotson took fourth, and Tom Moore completed the top five.

Thatcher's win clinched his third straight UMP Winternationals title.

RESULTS

ALL STAR 410 SPRINTS

Heat 1: Greg Hodnett, Greg Wilson, Mike Lutz.

Heat 2: Jason Johnson, Lance Dewease, Trevor Lewis.

Heat 3: Jac Haudenschild, Dale Blaney, Cody Geldart.

Heat 4: Dean Jacobs, Jeremy Campbell, Sammy Swindell.

Dash: Mark Smith, Chad Kemenah, Jason Solwold.

B Main: Rose, K. Swindell, Collett.

A Main: Solwold, Fred Rahmer, Kemenah, Danny Smith, M. Smith, Jeff Shepard, S. Swindell, Jacobs, Hodnett, Blaney.

UMP MODIFIEDS

Feature: Craig Thatcher, Joey Kramer, Steve Arpin, Mark Dotson, Tom Moore, Chad Ohnstad, Julie McDermid, Paul White, Joey Jensen, Don Kiger.

Heat 1: Dotson, Ohnstad, White.

Heat 2: J.E. Stadler, McDermid, Larry Cunningham.

Heat 3: Thatcher, Blake Jetgwig, Jason Barnhill.

Heat 4: Jensen, Moore, Kiger.

Heat 5: Kramer, Steve Wetter, Arpin.

Heat 6: Johnny DeYoung, Ben Stephens, Corky Thomas.

Semi-Feature 1: Greg Baumberger, Eric Scribler, David McWilliams.

Semi-Feature 2: Scott Duval, Dick Peterson, Brad Miller.

Semi-Feature 3: David Cain, Brian Shaw, Zack Vanderboer.

Kinser Races to Victory in WoO Finale at Volusia

BARBERVILLE, FL, Feb. 13 -- In front of a packed grandstands Sunday at the 34th annual Winternationals, Steve Kinser topped qualifying, won a dash and captured the checkered flag in the 30-lap World of Outlaws Sprint Series A-main for his first victory ever at Volusia Speedway Park and the 514th feature win of his legendary career.

Craig Dollansky worked the high side on lap 10 to grab the lead, but Kinser cruised along the bottom, recaptured the top spot three laps later and went on to collect the top prize. Dollansky held on to finish second, followed by Jason Meyers, Fred Rahmer and Craig Kinser in the caution-free feature.

Joey Kramer topped off a superb February by winning his third UMP modified event in four nights at VSP. The Hanover, IN, ace dominated the 30-lap main event by leading wire-to-wire.

Kramer's victory in the dash earned him a front-row pole starting spot in the feature, and he opened up a ten car-length lead within the first five laps. Steve

Arpin worked his way up to second in just two laps, while Brad Waits settled into third and battled Arpin side-by-side on laps 6 through 8. On lap 9 Chad Ohnstad joined in the battle for second, before the caution flew on lap 10 when Rick Hensley and Todd Gilpin each spun.

On the restart Arpin moved high side and pulled alongside Kramer for the lead, and the two battled side-by-side for two laps before Kramer pulled ahead and opened up another ten car-length lead by lap 18, when the caution flew again as the driveshaft came out of Gilpin's car. The green was only out for three more laps before Brad Miller's mount suffered a broken wheel and came to a stop.

The final nine laps went without a caution, and Kramer pulled away to a big lead. Waits, Arpin and Ohnstad traded second lap after lap, but as they took the checkered flag Waits took the position, and Arpin edged out Ohnstad for third. Greg Baumberger completed the top five.

Craig Thatcher (320 points) claimed the final tour title, followed in the stand-

ings by Kramer (280), Arpin (244), Ohnstad (206) and Julie McDermid (178).

The Series next races February 25 at Thunderbowl Raceway in Tulare, CA, and February 26 at Bakersfield (CA) Speedway.

RESULTS

WORLD OF OUTLAWS SPRINT SERIES

Qualifying: Steve Kinser, 13.600 secs.

Heat 1: Donny Schatz, Jason Sides, Craig Kinser.

Heat 2: Danny Smith, Kevin Swindell, Sammy Swindell.

Heat 3: Dean Jacobs, Paul McMahan, Chad Kemenah.

Heat 4: Craig Dollansky, Shane Stewart, Erin Crocker.

Dash 1: S. Kinser, Kemenah, K. Kinser.

Dash 2: Swindell, Mark Kinser, Dollansky.

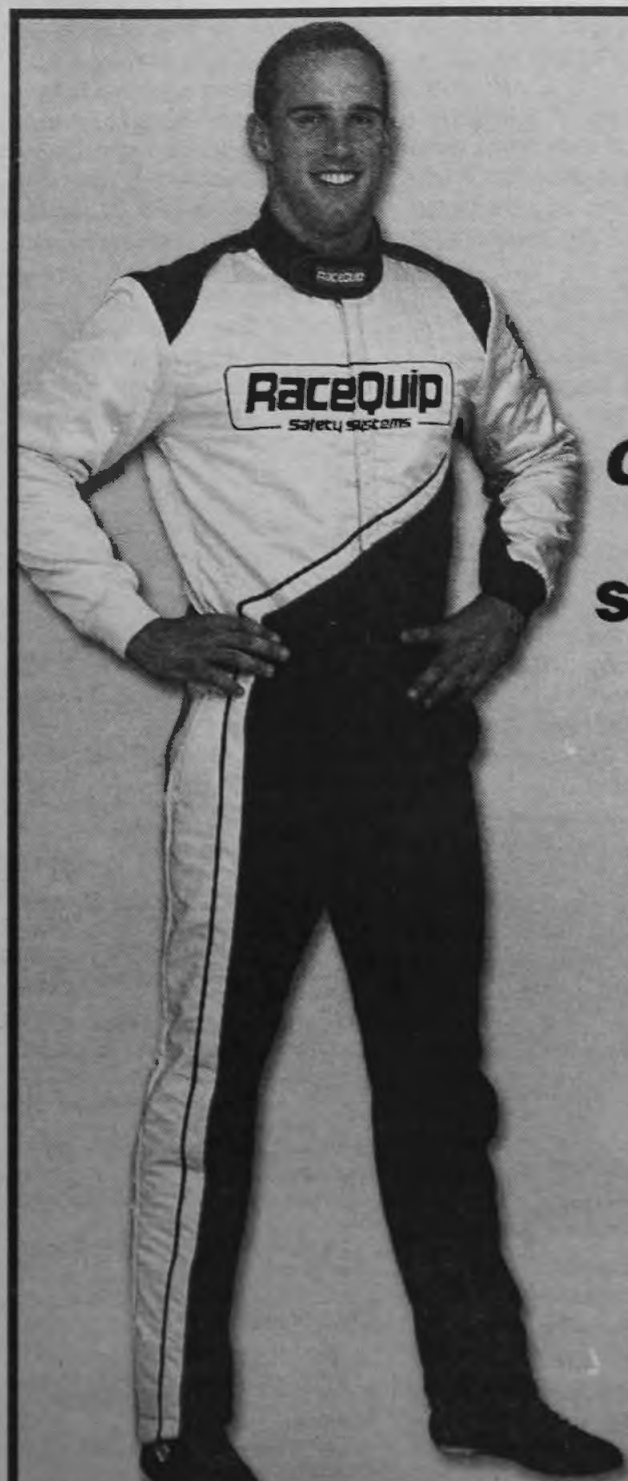
B-Main: Jason Meyers, Randy Hannagan, Lance Dewease.

A-Main: S. Kinser, Dollansky, Meyers, Fred Rahmer, K. Kinser, M. Kinser, Danny Lasoski, Jason Solwold, Daryn Pittman, Kemenah.

UMP MODIFIEDS

Feature: Joey Kramer, Brad Waits, Steve Arpin, Chad Ohnstad, Greg Baumberger, Jason Miller, Craig Thatcher, David Cain, Julie McDermid, Brian Shaw.

Dash: Kramer, Baumberger, Waits.



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FLORIDA SPEEDWEEKS COVERAGE

Shepard Steals Volusia Win from Outlaws

BARBERVILLE, FL, Feb. 11 -- Jeff Shepard smoothly worked through lapped traffic to hold off Steve Kinser and capture the World of Outlaws Sprint Series victory at Volusia Speedway Park on Friday.

After fighting his way to second, Shepard took the lead when Donny Schatz's machine had mechanical trouble on lap 18 of 30, then extended his advantage to win by ten car-lengths. Following Kinser to the finish were Craig Dollansky, Mark Kinser and Danny Lasoski, who used a provisional to start the main event.

Two early crashes gave teams a chance to make adjustments, but Kinser tightened his car too much and wasn't able to pressure Shepard for the lead.

Each crash brought out a red flag. Before the first lap was completed, Jeremy Campbell flipped and collected three others. No one was injured. Then on lap 2, Shane Stewart slid sideways, Chad Kemenah hit him and collected three others.

For the second straight night, Jerry Kramer claimed the UMP modified feature, leading the field all 25 laps en route to a convincing 15 car-length victory.

While Kramer had the field covered throughout, the battle behind him saw Craig Thatcher trade the runner-up spot with polesitter Greg Baumberger before Jim Shipman slammed the wall to draw the first yellow flag on lap 6. Kramer built up an eight car-length lead by the halfway mark before the caution lights flashed for the final time on lap 20, when Scott Orr looped his mount.

Although the nearly 20 car-length advantage that Kramer enjoyed had evaporated, that was as close as his challengers would get. Chad Ohnstad made the final pass for second on lap 21, and Steve Arpin sped by Thatcher on lap 24 for third. Baumberger settled for his first top-five finish of the year.

RESULTS

WORLD OF OUTLAWS SPRINTS

Qualifying: Chad Kemenah, 13.465 secs.

D-Main: Brandon Wimmer, Sammy Swindell, Jac Haudenschild.

Heat 1: Mark Smith, Donny Schatz, Chad Kemenah.

Heat 2: Lucas Wolfe, Steve Kinser, Jason Meyers.

Heat 3: Mike Erdley, Dale Blaney, Danny Smith.

Heat 4: Craig Dollansky, Bill Rose, Daryn Pittman.

C-Main: Terry McCarl, Mike Lutz, Cameron Dodson.

Dash 1: Schatz, Jeff Shepard, Mark Kinser.

Dash 2: M. Smith, S. Kinser, Dollansky.

B-Main: Paul McMahan, Randy Hannagan, Tim Kaeding.

A-Main: Shepard, S. Kinser, Dollansky, M. Kinser, Danny Lasoski, Meyers, Pittman, Craig Kinser, Shane Stewart, D. Smith.

UMP MODIFIEDS

Feature: Joey Kramer, Chad Ohnstad, Steve Arpin, Craig Thatcher, Greg Baumberger, George (Paul) White, Julie McDermid, Jason Miller, Steve Wetter, Brian Shaw.

Heat 1: Baumberger, White, J.R. Nolan.

Heat 2: Kramer, Johnny DeYoung, Bill Davis.

Heat 3: McDermid, Wetter, Matt Goulden.

Heat 4: Ohnstad, Corky Thomas, Mark Dotson.

Heat 5: Thatcher, Mike Wilson, Scott Orr.

Heat 6: Arpin, Joey Jensen, Todd Sherman.

Consolation 1: Jim Shipman, Brad Waits, Gary Clark.

Consolation 2: Jason Wheatley, J. Miller, Mark Trautner.

Consolation 3: Shaw, Blake Jegtvg, Jesse Snyder.

Younger Kinser Beats Dad in Volusia Sprint Go

BARBERVILLE, FL, Feb. 10 -- Kraig Kinser captured his first career All Star Sprint Series win Thursday night at Volusia Speedway Park, holding off his father Steve in an exciting finish to a 25-lap A-main run in cold and windy conditions.

After starting eighth, the Indiana youngster used the high groove to gain the lead from polestarter Jason Solwold on lap 3 and maintained the position following a lap 4 Jeremy Campbell spin. Lance Dewease brought out another yellow a circuit later when he got into the inside wall.

Shane Stewart, who started 13th, moved up to sixth on lap 9 as the leaders cut through lapped traffic. Steve Kinser then got past Jeff Shepard, then drove under Solwold for second on lap 13.

By lap 17 the lead son-father duo had cleared lapped traffic. Shepard pressured and hit Solwold, breaking his front nose wing, but he was able to continue and not lose any positions.

Coming down to the checkered flag at the finish line the elder Kinser tried to dive under his son and slide-job his way to victory lane, but the youngster held him off for the win on the high groove. With three laps to go, Stewart got by Chad Kemenah for fifth behind Solwold and Shepard.

In UMP modified action, Illinois invader Joey Kramer ducked under Winternationals points leader Craig Thatcher with less than three laps left to earn a thrilling victory.

Kramer began the 25-lap feature inside row 3, but before the opening lap could be scored a four-car tangle forced the first of two yellow flags. Johnny DeYoung bolted from third to first on the restart and held back Thatcher for three circuits.

A slowing Jesse Snyder resulted in the final caution period on lap 10 and enabled Kramer to stake his claim on the top prize, while Brian Shaw took over third on lap 12, bringing Brad Waits to fourth on lap 14. With ten laps to go Kramer slid sideways, allowing Thatcher a huge run to take the lead, but after five more laps Kramer again shadowed Thatcher, and it took the former UMP late model pilot just two more circuits to pull alongside and complete his rally.

Thatcher's second-place finish was followed by Shaw and Waits, with early leader DeYoung crossing the line fifth.

RESULTS

ALL STAR 410 SPRINTS

Time Trials: Chad Kemenah, 13.83 secs.

Heat 1: Tim Kaeding, Jason Solwold, Kemenah.

Heat 2: Greg Wilson, Daryn Pittman, Danny Smith.

Heat 3: Dale Blaney, Fred Rahmer, Jeff Shepard.

Heat 4: Mark Smith, Shane Stewart, Jeremy Campbell.

C Main: Phil Gressman, Ron Blair, Brock Mayes.

B Main: Lance Dewease, Erin Crocker, Kevin Swindell.

A Main: Kraig Kinser, Steve Kinser, Solwold, Shepard, Stewart, Kemenah, Kaeding, Tim Shaffer, Smith, Dean Jacobs.

UMP MODIFIEDS

Feature: Joey Kramer, Craig Thatcher, Brian Shaw, Brad Waits,

Johnny DeYoung, Myron DeYoung, Mark Dotson, Mike Wilson, Julie McDermid, Blake Jegtvg.

Heat 1: Dave Groves, Ben Stephens, Jesse Snyder.

Heat 2: Steve Wetter, Dotson, M. DeYoung.

Heat 3: J. DeYoung, Joey Jensen, Shaw.

Heat 4: J.E. Stadler, David McWilliams, Dan Leatherman.

Heat 5: Kramer, Wilson, Mark Trautner.

Heat 6: Thatcher, Chad Ohnstad, Gary Clark.

Consolation 1: Jegtvg, David Ostrander, Ed Carley.

Consolation 2: McDermitt, Todd Sherman, Mike Long.

Consolation 3: Waits, Don Kiger, Eric Scribner.



Craig Thatcher of Knapp, WI, scored two UMP modified feature wins and his third straight Winternationals points championship during Speedweeks action at Volusia Speedway Park in Barberville, FL.

(Neil Miller photo)

Rahmer Tops Volusia Sprints in Photo Finish; Thatcher Grabs Mod Main

BARBERVILLE, FL, Feb. 9 -- Fred Rahmer and Jeff Shepard both pulled into victory lane Wednesday night at Volusia Speedway Park after the All Star Sprint Series 25-lap A-main feature, each thinking they had won after a side-by-side finish. But after All Star officials reviewed a video of the finish, they declared Rahmer the winner by an eyelash.

Rahmer led all 12-1/2 miles and had a three car-length lead over Shepard with two laps to go, but Shepard made a valiant dive under the leader on the last lap for a side-by-side photo finish.

Rahmer rocketed into the initial lead and had entered lapped traffic by lap 7, with polesitter Terry McCarl and Shepard trailing. Rahmer built his lead by blitzing past lapped cars, while Shepard got past McCarl for a lap before McCarl returned the favor on lap 10. Shepard got second for good a circuit later.

Rahmer's half-straightaway was lead erased on lap 18 when Kevin Swindell spun after making contact with the machine of Mark Smith, and Dean Jacobs suffered a flat tire on the restart. Craig Dollansky got past McCarl to take over third when the green flew again.

With Rahmer in the low groove and Shepard on the high side, it looked like Rahmer had everything under control. But coming off the final turn Rahmer slid high, Shepard went low, and it was too close to call at the checkers. Dollansky ended up third, followed by McCarl and Chad Kemenah.

Reigning Florida Winternationals points king Craig Thatcher returned to his winning ways Wednesday night as he scored his first UMP modified victory of the season, leading every circuit of the 25-lap main.

Thatcher started outside on the front row and held the point throughout, but with less than seven laps to go Thatcher's triumph almost turned into defeat. While the 2004 WISSOTA national modified champion easily paced the 24-car field, 14th-starting Steve Arpin methodically maneuvered his way to second by the midway mark and was gaining ground quickly on Thatcher. But a crash right in front of him left the Canadian's bid for victory in the pits.

Thatcher remained the leader despite his mount suffering a bent left-front end. Second-generation Illinois pilots Tommie Seets, Jr., and Gary Cook, Jr., and Myron DeYoung and Don Kiger completed the top-five at the stripe. Seets' uncle John Seets claimed the 1994 UMP national modified championship, while his father, Tom Sr., is a past Florida Winternationals champion.

Competition proved even stiffer on Wednesday, as 72 teams signed in, but only 11 drivers qualified for their second straight feature race; seven of Tuesday's top ten finishers failed to make Wednesday's show.

RESULTS

ALL STAR 410 SPRINTS

Time Trials: Mark Smith, 13.970 secs.

Heat 1: Sammy Swindell, Lance Dewease, M. Smith.

Heat 2: Cameron Dodson, Trevor Lewis, Fred Rahmer.

Heat 3: Jason Solwold, Terry McCarl, Chad Kemenah.

Heat 4: Jason Johnson, Danny Lasoski, Shane Stewart.

C Main: Mike Lutz, Clint Garner, Phil Gressman.

B Main: Jeremy Campbell, Kevin Swindell, Mike Erdley.

A Main: Rahmer, Jeff Shepard, Craig Dollansky, McCarl, Kemenah.

Dewease, Jac Haudenschild, Jason Sides, Stewart, Greg Hodnett.

UMP MODIFIEDS

Feature: Craig Thatcher, Tommie Seets, Jr., Gary Cook, Jr., Myron DeYoung, Don Kiger, Brad Waits, Roger Moshier, George White, Greg Baumberger, Chad Ohnstad.

Heat 1: Floyd Jordan, Cook, Eric Scribner.

Heat 2: Thatcher, Baumberger, Steve Arpin.

Heat 3: Heath Weston, Tim Adams, Jesse Snyder.

Heat 4: Seets, Moshier, M. DeYoung.

Heat 5: Gary Clark, Joey Kramer, Kiger.

Heat 6: Mark Dotson, Tony Hofbauer, Waits.

Consolation 1: Joey Jensen, Jim Shipman, David McWilliams.

Consolation 2: Johnny DeYoung, Ohnstad, Mark Trautner.

Consolation 3: Brandon Green, White, Brad Miller.

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McCarl, Arpin Take Opening-Night Volusia Wins

BARBERVILLE, FL, Feb. 8 -- Terry McCarl passed Jeff Shepard on a late-race restart Tuesday night at Volusia Speedway Park to win the All Star Sprint Series 25-lap A-main feature. The season opener for the All Stars saw 47 cars on hand, and Shepard was followed across the finish line by Chad Kemenah, Danny Smith and Craig Dollansky.

Rookie Cody Geldart led the first two laps before McCarl jumped into the lead. Bill Rose brought out the first

caution of the race when his machine lost power, and first Jeff Shepard and then Kemenah moved past Geldart after the restart on lap 11.

Another caution flew on lap 13 for Jack Pilon's spin, and Shepard went high around McCarl to grab the lead following the restart. Danny Lasoski took fourth from Dollansky on lap 16, and Smith took fourth a circuit later, before Mike Brecht stalled on lap 18.

McCarl powered under Shepard when the green

reappeared, and he flew by lapped traffic to win by half a straightaway. Defending Series champion Kemenah drove to a steady third, and Dollansky got past Smith on lap 21 for fourth, but Smith returned the favor on the next lap.

Nearly 70 UMP modified teams also kicked off the 2005 race season on Tuesday at VSP, and Canadian stand-out Steve Arpin stood in victory lane after leading flag to flag in the 20-lap main in his maiden voyage to Florida.

Starting on the pole, Arpin was pressured throughout - first from eventual third-place finisher Steve Wetter and then by runner-up and defending Winternationals champion Craig Thatcher. Arpin set the tone early before Greg Baumberger and Blake Jegtvg tangled.

In the final laps a door-to-door, paint-trading open-wheel showdown carried on between Thatcher and Arpin, but Arpin held on for the victory.

RESULTS

ALL STAR 410 SPRINTS

Time Trials: Jeff Shepard, 13.640 secs.

Heat 1: Jason Solwold, Jac Haudenschild, Jason Meyers.

Heat 2: Mark Smith, Lance Dewease, Mike Erdley.

Heat 3: Jason Johnson, Chad Kemenah, Dale Blaney.

Heat 4: Jack Pilon, Greg Hodnett, Trevor Lewis.

C Main: Tom Busch, Phil Gressman, Cody Branchcomb.

B Main: Fred Rahmer, Jeremy Campbell, Dean Jacobs.

A Main: Terry McCarl, Shepard, Kemenah, Danny Smith, Craig Dollansky, Danny Lasoski, Hodnett, Rahmer, Dewease, Haudenschild.

UMP MODIFIEDS

Feature: Steve Arpin, Craig Thatcher, Steve Wetter, Gary Clark, Julia McDermitt, Brian Shaw, Bill Davis, Dan Leatherman, Todd Sherman, Jim Shipman.

Heat 1: Arpin, Clark, Johnny DeYoung.

Heat 2: Wetter, McDermitt, Brandon Green.

Heat 3: Brent Glaster, Davis, Tom Moore.

Heat 4: J.E. Stadler, Thatcher, Chad Ohnstad.

Heat 5: Leatherman, Jimmy Crabtree, Shaw.

Heat 6: White, Shipman, Sherman.

Consolation 1: Joey Jensen, Floyd Jordan, M.J. Hintz.

Consolation 2: Greg Baumberger, Blake Jegtvg, Rick Singleton.

Consolation 3: Scott Duval, Zack Vanderbeer, David McWilliams.

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IMCA Mods Join Stocks, Hobbies at 'Downs

CEDAR RAPIDS, IA, Feb. 10 -- The first paved track to run IMCA modifieds is the latest to announce its plans to feature the class weekly during the 2005 race season. As a result, area drivers already accustomed to racing on dirt can test their mettle on asphalt as well.

Hawkeye Downs Speedway in Cedar Rapids brings the IMCA mods back to the half-mile paved track beginning with its opening night program on Friday, April 29. Sanctioned stock cars and hobby stocks will run on the inner quarter-mile oval.

Hawkeye Downs general manager Jim Amstutz said, "All cars will be running with the same crate engine and tire. We've adopted IMCA's weight percentage and have agreed to a three-year phase-in period from Hawkeye Downs rules to IMCA rules."

Hawkeye Downs was a half-mile dirt track when it sported the division from 1981-'83 and 1985-'86. IMCA stocks ran there in 2003 and will return next year; sanctioned hobby stocks debuted last season.

FLORIDA SPEEDWEEKS COVERAGE

Canadian Cryderman Wins East Bay Mod Finale

TAMPA, FL, Feb. 19 -- In a surprise ending to a wild 75-lap feature, Joel Cryderman of Thunder Bay, Ontario, became the fifth different winner of the week at East Bay Raceway Park during the sixth annual Open Wheel Modified Winternationals.

In only his fifth time in a modified, the veteran late model pilot at borrowed a chassis from North Dakota car builder Jay McDonald and a motor from Don Gumpke. He avoided a tangle on lap 59 as the four frontrunners ran in tight formation, and he and Shane Cottle bumped and then struggled to regain a straight line. They almost collected David Hess and McDermid, and Cottle took the lead from Cryderman at the time.

In only his second time at East Bay, 20-year-old Dave Hess stayed up front all night and finished second, while finishing third was Wisconsin's Julie McDermid.

There were five lead changes in the feature as the 85 cars on hand were cut to 24 for the A-main. Hess stayed on the high side of polesitter Bill Howard and led the first lap, but Howard recovered and led through lap 35, surviving four yellow flags. The first yellow was on lap 9 for Chad Kinder's spin, while Randle Sweeney spun on lap 14, and then Kevin Weaver suffered a flat tire on lap 17.

On lap 24 Cottle moved up to third, before a three-car tangle caused a fourth restart on lap 25. Cottle moved into second after the restart and pressured Howard until Jimmy Owens slowed and collected four cars on lap 34. When the green came out again, Howard stayed low and Cryderman went high, and one lap later Cryderman overtook Howard.

Bob Pohlman, Jr., spun on lap 44, and a fuel only stop became necessary. Once racing resumed Cottle pressured leader Cryderman. After the lap 59 tangle Cottle had the lead, and by lap 65 he had a three car-length advantage.

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Owens is Class of East Bay Mod Field

TAMPA, FL, Feb. 16 -- Jimmy Owens took the modified feature win on night two of the sixth annual Open Wheel Winternationals at East Bay Raceway Park on Wednesday night.

Owens started on the pole and, despite four yellow flags over the 25-lap distance, no one had anything to match him. At various times during the feature Shane Cottle, Corey Conley, Bill Howard and Joel Cryderman had opportunities to be on the leader's bumper, but not one of them could challenge.

Owens led from the drop of the green flag, but Kenny Gaddis spun and brought out the first yellow after just one lap. Dean Vickers was the cause of a lap 5 caution, and Gaddis and Brad Rohloff tangled for a caution on lap 9.

Over the next five laps Owens drove to a half-straightaway lead, before the final caution was thrown for David Schmauss. Cottle tried to hold off Conley for second, but an outside move gave the spot to Conley. Cryderman took fourth, and Howard finished fifth.

There were 119 cars on hand for action.

RESULTS

MODIFIEDS

Qualifying: Chad Ohnstad, 17.399 secs.
Heat 1: Dean Vickers, Dick Peterson, David Hess.
Heat 2: Shane Cottle, Chad Kinder, Greg Reutimann.
Heat 3: Corey Conley, Ed Shamhart, Mike Wedelstadt.
Heat 4: Brady Short, Frank Marshall, Dan Hamstra.
Heat 5: Bill Howard, Kenny Gaddis, Terry Cox.
Heat 6: Joel Cryderman, Ron Jones, Jeff Leka.
Heat 7: Kent Arment, Brad Rohloff, Blake Jegtvig.



Late model veteran Joel Cryderman of Thunder Bay, Ont., slipped behind the wheel of a modified and captured the \$8,000 feature win during the Open Wheel Modified Winternationals at East Bay Raceway Park on Saturday night. (Neil Miller photo)

However, on lap 72 Cottle spun, and Cryderman barely clipped the spinning car.

On the last restart with three laps to go, Cryderman's car had parts and pieces dragging, but he still held off Hess and McDermid at the checkered. Roger Crouse finished fourth, followed by Joey Jensen.

RESULTS

MODIFIEDS

Heat 1: Joel Cryderman, Jeff Mathews, David Schmauss.
Heat 2: Brady Short, Roger Crouse, Kelly Shryock.
Heat 3: Jason Hughes, Jeff Leka, Steve Hughes.
Heat 4: Julie McDermid, Jason Miller, Denny Schwartz.
Heat 5: Steve Arpin, Craig

Christiansen, Ron Jones.
Heat 6: Jimmy Owens, Brad Waits, David Cain.
Heat 7: Ed Shamhart, Rob Fuqua, Mark Trautner.
Heat 8: Joey Jensen, Corey Conley, Dick Peterson.
Heat 9: Dan Hamstra, Brad Rohloff, Brent Glastetter.
Heat 10: Craig Thatcher, Carlton Jackson, Bruce Watkins.
C-Main 1: Justin Rattliff, Frank Marshall, Michael Hess.
C-Main 2: Shawn Peterson, Chad Ohnstad, Steve Mueller.
B-Main 1: Kenny Gaddis, Leka, Crouse.
B-Main 2: Conley, Randle Sweeney, Waits.
A Main: Cryderman, David Hess, McDermid, Crouse, Jensen, Thatcher, Chad Kinder, Leka, Shamhart, Gaddis.
Dash: Mueller, Miller, Jason Barnhill.

Hughes Wins in Third East Bay Mod Run

TAMPA, FL, Feb. 17 -- Jason Hughes collected the modified feature win on night three of the sixth annual Open Wheel Modified Winternationals at East Bay Raceway Park Thursday night, becoming the third different driver in as many nights, over a field of 115.

A USMTS touring series regular, Hughes started on the pole for the 25-lap A-main but had plenty of pressure in the early laps from outside polesitter Shane Cottle. Cottle got a nose under Hughes, but Hughes was still ahead as they completed lap 8.

A yellow came out for a tangle with ten laps in the books, and one lap later Chad Kinder passed Brady Short for third. But fourth-running Dan Hamstra spun to bring out another yellow.

On lap 13 Kinder used an inside move to take over sec-

ond, and Hughes and Kinder pulled away from third-place Brady Short until the final yellow flew on lap 20. Owens left the low groove and went high with three laps remaining and blew by Kent Arment to take over fourth, and coming for the white flag Owens took third away from Short. Owens was about to overtake the front-runners, but a bobble by those two caused him to hesitate and his bid fell short, as Hughes pulled off a narrow win over Kinder. Short and Arment completed the top five finishers.

RESULTS

MODIFIEDS

Qualifying: Chad Kinder, 17.395 secs.
Heat 1: Kinder, Kent Arment, David Schmauss.
Heat 2: Jason Hughes, Devin Dixon, Jeff Leka.
Heat 3: Jimmy Owens, Brent Glastetter, Jason Miller.
Heat 4: Denny Schwartz, Bill Howard, Mark Trautner.



Jimmy Owens was Wednesday's A-main modified feature winner at East Bay. (Neil Miller photo)

Heat 8: David Schmauss, Brad Waits, Steve Arpin.
Heat 9: Bob Pohlman, Jr., Randle Sweeney, B.J. McCammon.
Heat 10: Jimmy Owens, Roger Crouse, Tim Moore.
D Main: Brent Glastetter, Russell Childress, Rob Pendergrass.
C Main 1: Craig Christiansen, Keith Sansom, David Cain.
C Main 2: Shawn Peterson, Terry Haven, Don Kiger.
B Main 1: Hess, Hamstra, Reutimann.
B Main 2: Arpin, Jegtvig, Leka.
A Main: Owens, Conley, Cottle, Cryderman, Howard, Arment, Kinder, Short, Schmauss, D. Peterson.

Perris CRA Sprints Rained Out

PERRIS, CA, Feb. 19 -- Saturday's USAC/CRA Sprint Car Series race at Perris Auto Speedway was canceled due to heavy rains and wet grounds. The Series will resume action on March 5 at Perris.

Used Equipment Works Fine for Waits in East Bay Modified Run

TAMPA, FL, Feb. 18 -- Brad Waits started the feature event 22nd after replacing a rocker arm broken in an earlier B-main, but he started surprised the field by methodically making his way to victory lane in night four of the sixth annual Open Wheel Modified Winternationals at East Bay Raceway Park Friday night.

Besides being down on power, the Zumbrota, MN, driver also confessed that the chassis he drove tonight was purchased used from fellow driver and car builder Kelly Shryock and employed a used late model engine. Waits, who had never been to Florida before, also had his wife Sharon on hand to enjoy his win.

The 25-lap event started with Jason Hughes dominating the first half of the race despite six yellow flags for minor spins. With nine laps in, Steve Arpin had steadily moved from his seventh starting spot to second using the high groove, while Waits was up to third. Waits used an inside move down the back stretch to slip by Arpin for second on lap 12, then repeatedly challenged Hughes on the inside until it finally paid off on



Wisconsin's own Julie McDermid (1M) races with Corey Conley during action at East Bay Raceway Park during Speedweeks 2005. (Neil Miller photo)

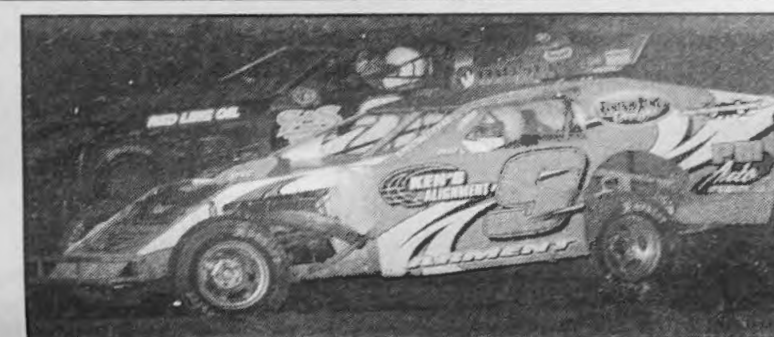
lap 18. After a final restart with three laps to go, Shane Cottle passed Bill Howard for second on the white-flag lap, while Chad Kinder took fourth and Bob Pohlman recovered from an early spin to rank fifth. The 104-car field saw Kinder set fast time on the night at 17.579 seconds.

RESULTS

MODIFIEDS

Qualifying: Chad Kinder, 17.579 secs.
Heat 1: Bill Howard, Kinder, Greg Reutimann.
Heat 2: Kent Arment, Dan Hamstra, Jeff Mathews.
Heat 3: Todd Bennett, Ed Shamhart, Jeff Leka.
Heat 4: Chad Ohnstad, Rob Fuqua, Roger Crouse.

Heat 5: Jason Hughes, Bob Pohlman, Jr., Corey Conley.
Heat 6: Mark Dotson, Randle Sweeney, Joel Cryderman.
Heat 7: David Hess, Julie McDermid, Eric Scribner.
Heat 8: Shane Cottle, Shawn Peterson, Jimmy Owens.
Heat 9: Brady Short, Justin Rattliff, Joey Jensen.
Heat 10: Steve Arpin, Devin Dixon, Jason Barnhill.
C Main 1: Corey Partin, David Cain, Tom Moore.
C Main 2: Rick Hensley, David McWilliams, Chris Veech.
B Main 1: Mathews, Crouse, Ron Jones.
B Main 2: Brad Waits, Blake Jegtvig, Jensen.
A Main: Waits, Cottle, Howard, Kinder, Pohlman, Arpin, Hughes, Arment, Dotson, Hess.
Dash: Paul Wilmoth, Jr., Dick Peterson, Kelly Shryock.



Kent Arment (9) made the A-main every night during the Open Wheel Modified Winternationals at East Bay. (Neil Miller photo)

David Cain.
A Main: Hughes, Kinder, Owens, Short, Arment, Schwartz, Cottle, Hess, McDermid, Cryderman.
Dash: Roger Crouse, Kevin Weaver, Richard Harlow.



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FLORIDA SPEEDWEEKS COVERAGE

Gaddis Wins First East Bay Mod Main

TAMPA, FL, Feb. 15 -- Kenny Gaddis of Hallsville, TX, won the modified feature on night one of the sixth annual Open Wheel Winter Nationals at East Bay Raceway Park Tuesday night, over a record field of 126 cars.

Gaddis, whose home track is Lone Star Speedway in Kilgore, TX, timed in 20th-fastest and won his heat, but the redraw put him fifth on the starting grid of 24 cars for the 25-lap A-main. Bob Pohlman, Jr., led lap 1, before a five-car skirmish reset the field on lap 2. Already up to second, Gaddis worked by Pohlman on the bottom groove on lap 3, and once in front held off Pohlman and others through a second yellow after six laps, caused by Dave Hess' smoking car.

Gaddis built up a straightaway lead before the final yellow on lap 17, and following the restarts Kent Arment made a move to land him solidly in second place. In the closing laps, Gaddis held off Arment and took the checkered flag by a one car-length margin. Seventeenth-starting Shane Cottle finished third, ahead of Pohlman and Bill Howard.

RESULTS

MODIFIEDS

Qualifying: Chad Kinder, 17.277 secs.
Heat 1: Kinder, Craig Thatcher, Jeff Mathews.
Heat 2: Kent Arment, Brent Glastetter, Rob Fuqua.



Texan Kenny Gaddis won the modified main event in his first visit to East Bay Raceway Park in Florida on Tuesday, February 15. (Neil Miller photo)

Heat 3: Joel Cryderman, Jason Miller, Paul Wilmoth, Jr.
Heat 4: Bill Howard, Shane Cottle, Devin Dixon.
Heat 5: Bob Pohlman, Jr., Ed Shamhart, Jason Hughes.
Heat 6: David Cain, Corey Conley, Corey Partin.
Heat 7: Denny Schwartz, Mark Dotson, Rick Hensley.
Heat 8: Julie McDermid, Justin Rattliff, Chad Ohnstad.
Heat 9: David Hess, Jeff Leka, Roger Crouse.
Heat 10: Kenny Gaddis, Craig Christiansen, Brad Rohloff.
D Main: Craig Scott, Todd Bennett, Steve Arpin.
C Main 1: Jimmy Owens, Corky Thomas, Blake Jegtvig.
C Main 2: Dick Peterson, Zach Vander Beek, Jared Kneemiller.
B Main 1: Mathews, Fuqua, Hughes.
B Main 2: Crouse, Ron Jones, Partin.
A Main: Gaddis, Arment, Cottle, Pohlman, Howard, Conley, Cryderman, McDermid, Thatcher, Leka.

Francis is Fifth LM Winner at East Bay

TAMPA, FL, Feb. 11 -- Steve Francis of Ashland, KY, became the fifth different winner in five nights as the NARA DirtCar Series completed another night of dirt late model racing during the 29th annual Winter Nationals on Friday night at the East Bay Raceway Park. The 37-year-old racer earned his first career Series win and sixth career victory at East Bay.

Francis had to fight off determined charges from Shannon Babb and Earl Pearson, Jr., to take the 50-lap feature race. Babb gave Francis a scare in the closing laps by nearly overtaking him for the win but finished second, while third place went to Pearson. Fourth at the finish was Matt Miller, and Terry English took fifth, as there were 100 cars entered for the night's events.

Francis bolted to the lead right from the start of the main event, with Scott James riding in second. Francis and James raced side by side for the lead on a couple of occasions early before Francis gained a two car-length lead by the sixth circuit, and Don O'Neal then challenged James for second.



Elk River, MN's Trent Follmer (31t) tries to fend off a hard-charging Steve Francis during late model A-main action at East Bay Raceway Park on February 11.

Dennis Erb, Jr.

With 15 laps in the books the first caution of the race came out for a stopped Davey Johnson, and after the restart O'Neal passed James for second. The next yellow flew for O'Neal's flat tire on lap 28, giving Pearson second place and Eddie Carrier, Jr., third. With 20 laps remaining Pearson pressured Francis while Babb moved to the top of the track and stormed to third.

The final caution came out of lap 40 for James' mechanical problems, and in the dash to the finish Babb took the high line by Pearson for second on lap 42, then slid out-

side on Francis, but Francis held his low line and was the first to cross the line.

RESULTS

NARA LATE MODELS
Fast Time: John Mason, 15.420 secs.
Heat 1: Eddie Carrier, Jr., Trent Follmer, Terry English.
Heat 2: Scott James, Darren Miller, Anthony Rushing.
Heat 3: Shannon Babb, Earl Pearson, Jr., R.J. Conley.
Heat 4: Jason Montgomery, Jimmy Mars, Scott Bloomquist.
Heat 5: Steve Francis, Billy Drake, Dennis Erb, Jr.
Heat 6: Don O'Neal, Matt Miller, Donnie Moran.
Dash: Steve Hillard, Evan Herrell, Anthony White.
A-Main: Francis, Babb, Pearson, M. Miller, English, Erb, Rushing, Tim Dohm, Billy Moyer, Rick Eckert.



National touring late model veterans Scott Bloomquist (0) and Billy Moyer (21) run a few green-flag laps during East Bay Winter Nationals action. (Neil Miller photos)

O'Neal Charges from Back to Win East Bay NARA LM Finale

TAMPA, FL, Feb. 12 -- In an incredible drive to the front, Don O'Neal of Martinsville, IN, came from 25th to win the NARA DirtCar Series event on Saturday night at the East Bay Raceway Park, as the 29th annual Winter Nationals ended for the late models. The 40-year-old driver became the first repeat winner of the week with his 11th career East Bay win, tying Billy Moyer on the all-time win list.

O'Neal started 20th in the race, stopped for a flat tire on lap 14, pitted and then returned to the race, restarting in 25th place. He then worked his way forward and passed race leader Steve Francis on lap 70.

Donnie Moran started 21st and finished second, with third place going to Brian Birkhofer, fourth was Francis, and rounding out the top five was Rick Eckert. A total of 93 cars were on hand for the Series finale; 140 different drivers raced with the Series during the week.

The 75-lap race saw Scott Bloomquist gain the lead heading into turn 1 and open up a two to three car-length advantage over Moyer. A lap 4 caution for Scott James' flat tire slowed the action, and a yellow for Shannon Babb on lap 7 again brought another restart. On lap 10 Francis went by Birkhofer for third, but contact between Francis and Moyer on a restart shuffled both cars back a few spots.

A yellow on lap 12 for R.J. Conley slowed action again, and two more laps were recorded before O'Neal stopped with his flat tire,



Scott James (83) gets passed by Don O'Neal (71) as O'Neal heads to the front during the NARA late model A-main on February 12 at East Bay Raceway. (Neil Miller photo)

rejoining the field in 25th. The race then saw a solid stretch of green-flag racing, with Jimmy Mars now up to second. Francis passed Mars on lap 21 and brought Birkhofer with him, then challenged Bloomquist for the lead, getting around him on lap 30. Three laps later Bloomquist slowed dramatically and headed to the infield, moving Birkhofer to second.

A yellow for Rick Aukland, who lost a wheel, on lap 36 slowed the action. The race went three more laps before Matt Miller came to a halt. With 35 laps to go both O'Neal and Babb had made their way back into the top five, and O'Neal got by Mars for third on lap 48; Babb got by Mars a lap later.

A yellow for Brady Smith on lap 53 slowed Francis only momentarily, and O'Neal moved to second on lap 54. O'Neal's car began to show smoke during the last few laps, but he and Babb raced side by side for second until O'Neal gained the spot on lap

67. O'Neal then pressured Francis for the lead and, despite his racer dropping a cylinder, slid in front of Francis on lap 70. O'Neal led the last five laps of the race while Moran passed Francis with four laps to go, and Birkhofer also got by Francis late to finish third.

RESULTS

NARA LATE MODELS

Fast Time: Matt Miller, 15.007 secs.

Heat 1: Steve Francis, Jimmy Mars, R.J. Conley.

Heat 2: Brian Birkhofer, Davey Johnson, Eddie Carrier, Jr.

Heat 3: Butch McGill, Rick Eckert, Terry English.

Heat 4: Dennis Erb, Jr., Steve Shaver, Tim McCreadie.

Heat 5: Scott Bloomquist, Rick Aukland, Darren Miller.

Heat 6: Billy Moyer, Brady Smith, Dan Schlieper.

B-Main 1: Earl Pearson, Jr., M. Miller, Keith Nosbisch.

B-Main 2: Don O'Neal, John Mason, Brian Shirley.

B-Main 3: Donnie Moran, Josh Richards, Anthony Rushing.

B-Main 4: Jason Montgomery, Scott James, Trent Follmer.

A-Main: O'Neal, Moran, Birkhofer, Francis, Eckert, Schlieper, Carrier, Conley, Shannon Babb, Pearson.



East Bay Winter Nationals feature winner Steve Shaver (0) works on Dennis Erb (28) during A-main action in Florida on February 10. (Neil Miller photo)

Shaver Wins LM Main at East Bay

TAMPA, FL, Feb. 10 -- Steve Shaver of Vienna, WV, led all 40 laps to capture his first career NARA DirtCar Series event on night four of the 29th annual Winter Nationals Thursday

Night at the East Bay Raceway Park, and his third career East Bay win.

Billy Moyer finished second, with Rick Aukland third, Brady Smith fourth and Rick Eckert fifth. A total of 110 cars were on hand.

Shaver started the main event alongside polesitter Moyer, but he quickly moved low and took the lead at the start. The first yellow flew on for John Mason, who stopped on the track with a flat tire. Smith, who passed two cars in the opening laps, moved up to fourth on lap 7.

Despite two caution flags, on laps 20 and 22, Shaver was never passed, although Moyer kept the pressure, getting right to Shaver's rear bumper with two circuits remaining.

RESULTS

NARA LATE MODELS

Fast Time: Brady Smith, 15.438 secs.

Heat 1: Tim Dohm, Smith, Rohn Moon.

Heat 2: Steve Shaver, Brian Birkhofer, Matt Miller.

Heat 3: Rick Aukland, Rick Eckert, John Mason.

Heat 4: Josh Richards, Jason Montgomery, Dennis Erb, Jr.

Heat 5: Donnie Moran, Terry English, Ray Cook.

Heat 6: Billy Moyer, Shane Clanton, Jackie Boggs.

B-Main 1: Steve Francis, Mark Voigt, Anthony Rushing.

B-Main 2: Jimmy Mars, Trent Follmer, Dan Schlieper.

B-Main 3: Tim McCreadie, Steve Hillard, Eddie Carrier, Jr.

B-Main 4: Billy Drake, Robbie Blair, Jason Flory.

Dash: Pat Doar, Eddie Carrier, Jr., Keith Nosbisch.

A-Main: Shaver, Moyer, Aukland, Smith, Eckert, Moran, Dohm, Richards, Birkhofer, Miller.

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Former Dirt Racer Peters Passes

by Doc Lehman

ORRVILLE, OH -- Former dirt late model and limited late model racer and car owner Thomas 'Tommy' Peters, 51, of Orrville passed away on Tuesday, February 15.

Peters started his racing career in the late 1970s racing at the Wayne County and Lakeville Speedways in central Ohio and picked up many wins. After retiring from racing during the late 1980s, Peters spent a couple of seasons as a car owner, putting Dave Ledford behind the wheel.

Peters was born November 6, 1953, in Skowhegan, ME, and relocated to Orrville in 1973. He was a member of the Orrville Veterans of Foreign Wars Post 3346 for 26 years.

Peters is survived by his wife Loretta 'Lottie' (Scott) Peters, daughter Melody Holton, son Eric Peters, and two brothers.

Contributions in Peters' memory be made to the American Cancer Society, Wayne County Branch, 721 E. Milltown Road, Wooster, OH 44691.

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FLORIDA SPEEDWEEKS COVERAGE



Terry English (96) uses an inside move on Trent Follmer (31t) while en route to his first career NARA DirtCar Series late model feature at East Bay Raceway Park on February 9.

English Sails to Winternationals Win

TAMPA, FL, Feb. 9 -- Terry English of Benton, KY, won his first career NARA DirtCar Series event on Wednesday night, February 9, at the East Bay Raceway Park during the 29th annual Winternationals. The 42-year-old driver won an exciting dash to the finish to beat out Steve Francis for his first-ever win at East Bay.

Francis finished second for the second time during the Winternationals, and third place went to New London, WI, native Terry Casey, who drove an impressive race. Fourth place was Don O'Neal, and finishing fifth was Dan Schlieper of Sullivan, WI.

English started second and quickly took the lead at the start of the main event, followed by polesitter Schlieper. Francis went around Schlieper for second on the fourth circuit, with Dennis Erb,

Jr., coming along with him. Davey Johnson was running a solid fifth until he brought out the first caution of the race with a spin on lap 12.

The race for the lead saw English and Francis duking it out, and the battle intensified after a lap 19 caution flag for Steve Shaver, who made contact with the frontstretch wall. The restart saw Francis get by English and open up a two car-length lead, but English cut that down in a hurry and then used an inside move on Francis on lap 23 to retake the point. From then on, despite one last attempt for a overhaul by Francis, English held on for a two car-length victory to become the third different winner in the first three races of the Winternationals.

A total of 111 race cars from 23 states entered the night's racing activities.

RESULTS NARA LATE MODELS

Fast Time: Earl Pearson, Jr., 14.828 secs.
Heat 1: Steve Francis, Jimmy Mars, Pearson.
Heat 2: Jeff Choquette, Rick Eckert, Donnie Moran.
Heat 3: Dennis Erb, Jr., Darren Miller, Shane Tankersley.
Heat 4: Tim McCreadie, Shannon Babb, Billy Drake.
Heat 5: Brady Smith, Jason Montgomery, Billy Moyer.
Heat 6: Dan Schlieper, Terry Casey, Mark Voigt.
Heat 7: Terry English, Ray Cook, Freddy Smith.
Heat 8: R.J. Conley, Steve Shaver, Rick Aukland.
Heat 9: Davey Johnson, Don O'Neal, Scott James.
B-Main 1: Moyer, Pearson, Shane Clanton.
B-Main 2: Moran, Drake, Brian Birkhofer.
B-Main 3: Aukland, Rohn Moon, Rod Conley.
B-Main 4: James, F. Smith, Ken Schrader.
A-Main: English, Francis, Casey, O'Neal, Schlieper, Mars, Erb, James, Eckert, Moyer.

McCreadie Captures Second Night of East Bay LM Winternationals

TAMPA, FL, Feb. 8 -- Tim McCreadie from Watertown, NY, captured his first career NARA DirtCar Series event on Tuesday on night 2 of the 29th annual Winternationals from East Bay Raceway Park for the biggest win of his dirt late model racing career. McCreadie led all 30 laps and withstood a late race charge from Terry English in traffic as he secured the win.

English finished second, while Don O'Neal placed third. Fourth place went to Billy Moyer, and rounding out the top five was Dennis Erb, Jr.

McCreadie was lucky to draw the number one starting spot for the 30-lap main event and, once the green flag dropped, took very little time to beat Jason Montgomery to the inside and take the lead. English also got by Montgomery, with Moyer and O'Neal following, before the first caution of the race came out after Mike Marlar and Ricky Elliott got together.

When the race went green again O'Neal scooted by Moyer to grab third, with Erb moving to fifth place. The final yellow occurred on lap 11 for Freddy Smith and Billy Drake, and

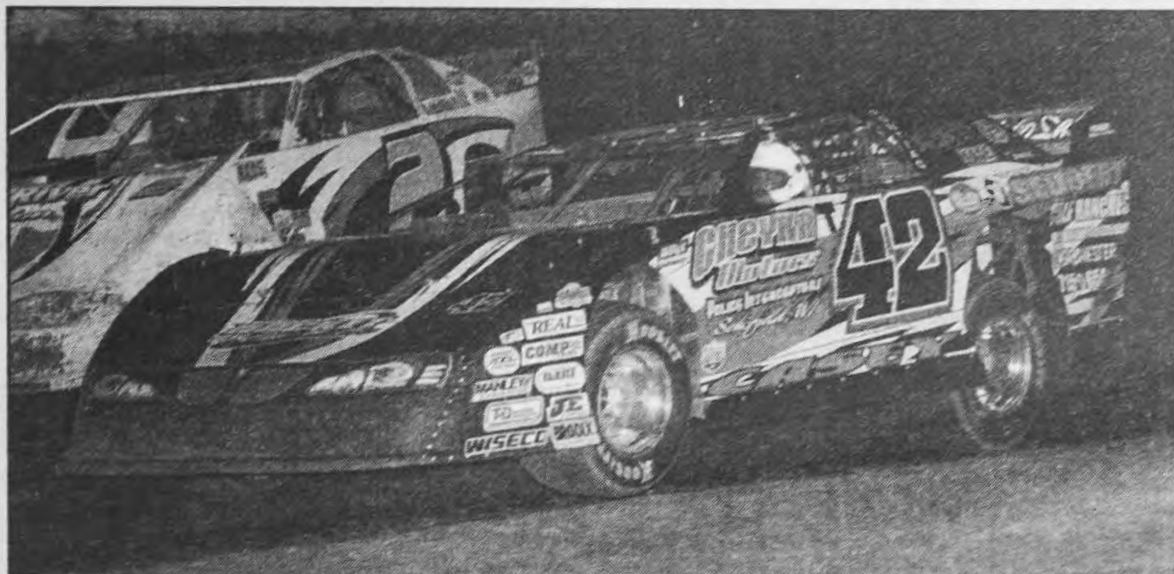
on the restart McCreadie moved to a three car-length advantage over English. With less than five laps to go McCreadie closed on the back of the field, allowing English to close to within a car-length, but he could not find a line by McCreadie.

A record 117 entries from 23 states participated in the racing program, beating the previous night's record of 116 entries.

RESULTS

NARA LATE MODELS

Fast Time: Robbie Blair, 15.398 secs.
Heat 1: Eddie Carrier, Jr., Bo Feathers, Blair.
Heat 2: Tim Dohm, Rick Eckert, Chris Conley.
Heat 3: Jason Montgomery, Matt Miller, R.J. Conley.
Heat 4: Dennis Erb, Jr., Brady Smith, Steve Francis.
Heat 5: Don O'Neal, Jimmy Mars, Billy Drake.
Heat 6: Terry English, John Mason, Mike Marlar.
Heat 7: Shannon Babb, Scott James, Steve Shaver.
Heat 8: Billy Moyer, Donnie Moran, Terry Casey.
Heat 9: Tim McCreadie, Ricky Elliott, Keith Nosbisch.
B-Main 1: Drake, Blair, Earl Pearson, Jr.
B-Main 2: Francis, Brian Birkhofer, C. Conley.
B-Main 3: Casey, Garrett Durrett, John Gill.
B-Main 4: Shaver, Darren Miller, Rod Conley.
A-Main: McCreadie, English, O'Neal, Moyer, Erb, Babb, Dohm, Eckert, Montgomery, M. Miller.



Terry Casey (42) of New London, WI, made three A-mains, set a second-fastest time, and earned a third-place finish as part of a strong series of runs at East Bay Raceway Park during Speedweeks 2005.

O'Neal Takes East Bay Winternat'l's LM Opener

GIBSONTOWN, FL, Feb. 7 -- Don O'Neal of Martinsville, IN, won his first career NARA DirtCar Series main event as the series opened its 2005 racing season kicking off with the 29th annual Winternationals from East Bay Raceway Park. O'Neal led every lap of the 30-lap main event for his tenth career win at East Bay.

O'Neal's win was not without challenge, as Steve Francis gave him all he wanted for several laps. Francis, who started 12th, charged through the field and was up to second place by lap 5. Third place went to Terry English, taking fourth was Steve Shaver, and rounding out the top five was Rick Eckert.

O'Neal, who set the fast time in qualifying at 14.850 seconds, took the lead at the start of the race with Eckert charging to second, while Francis rocketed into the top

five within two laps. O'Neal set a quick pace but saw his lead shrink as Francis closed in a hurry, and by lap 7 the leaders caught the tail end of field.

The first caution of the race flew for Jackie Boggs on lap 8, and after two more restarts O'Neal almost lost his lead to Francis, but another caution came out, and with the reprieve O'Neal kept his lead, with English now up to third. Francis pressured O'Neal with every lap and took several shots at the lead. By lap 19 O'Neal and Francis caught the tail end of the back of the pack again, and the final caution of the race came out with six laps remaining, but on the restart O'Neal held the advantage over Francis to win by two car-lengths.

The first night of the Dirt Late Models Winternationals at East Bay set a new record car count, as 116 drivers from 23 states ventured to the



Brady Smith (2) of Solon Springs, WI, made five of six A-features, set one fast time, and took home a dash win during the Winternationals event held at East Bay Raceway Park during Speedweeks 2005 in Florida.

(Neil Miller photo)

third-mile track near Tampa.

RESULTS NARA LATE MODELS

Fast Time: Don O'Neal, 14.850 secs.
Heat 1: O'Neal, Brady Smith, Scott Pounds.
Heat 2: Tim McCreadie, Dennis Erb, Jr., Shannon Babb.
Heat 3: Jackie Boggs, Steve Francis, Brian Birkhofer.
Heat 4: Terry English, Steve Hillard, Billy Moyer.
Heat 5: Shane Clanton, Scott James, R.J. Conley.
Heat 6: Rick Eckert, Rod Conley, Donnie Moran.
Heat 7: Jason Montgomery, Matt Miller, Roy Deese, Jr.

Heat 8: Steve Shaver, Jimmy Mars, Anthony Rushing.
Heat 9: Davey Johnson, Darrell Lanigan, Rohn Moon.
B-Main 1: Earl Pearson, Jr., R.J. Conley, Scott Pounds.
B-Main 2: Babb, Moyer, Ken Schrader.
B-Main 3: Rushing, Moran, Eric Jacobsen.
B-Main 4: Shane Tankersley, John Gill, Ricky Elliott.
Dash: Mike Benedum, Matt Hubbard, Victor Lee.
A-Main: O'Neal, Francis, English, Shaver, Eckert, Mars, Lanigan, Erb, James, Moyer.

Record-Breaking Win for Martin in IROC at Daytona

DAYTONA BEACH, FL, Feb. 18, 2005 -- Mark Martin's bid for a record-breaking fifth International Race of Champions title got off to a great start in the series opener at Daytona International Speedway on Friday night.

Martin passed defending IROC champion Matt Kenseth on a restart with four laps to go to claim the checkered flag and became the winningest driver in series history with 12 victories, ending his tie with the late Dale Earnhardt and Al Unser, Jr.

2004 NASCAR Busch Series champion Martin Truex, Jr., finished second, followed by NASCAR Craftsman Truck Series titlist Bobby Hamilton. Kenseth and reigning Indianapolis 500 champion Buddy Rice rounded out the top five. Polesitter Sebastien Bourdais of the Champ Car World Series was caught in a wreck on lap 36 and finished last in the 12-car field.

Starting from tenth, Kenseth took the lead on lap 6 and held it for the 31 laps of the 40-lap race, with IndyCar Series driver Helio Castroneves on his bumper throughout. With four laps to go, Martin, in third, moved below Castroneves for second, creating a logjam and resulting in a five-car accident.

On the restart, Kenseth and World of Outlaws Sprint Car Series driver Danny Lasoski battled for position, allowing Truex to dice his way to second place in his IROC debut.

RESULTS

1-10: Mark Martin, Martin Truex, Jr., Bobby Hamilton, Matt Kenseth, Buddy Rice, Max Papis, Danny Lasoski, Helio Castroneves, Kurt Busch, Scott Pruett.
11-12: Steve Kinser, Sebastien Bourdais.

Loyet Wins at DuQuoin, Takes Focus Series Title

DuQUOIN, IL, Feb. 19 -- Brad Loyet of St. Louis, MO, won Saturday's 40-lap USAC Ford Focus Midget Series race at the Southern Illinois Center in DuQuoin and emerged as the champion of the "Mid America Ford Focus Midget Championships."

Loyet grabbed the lead from Jasiel Randolph on lap 2 and led the rest of the way, but he had to fight off a determined bid from runner-up Dustin Morgan, who actually led going into lap 31, then regained the lead from Loyet coming through turn 4 on the final lap, but Loyet shot underneath him to take the race at the wire.

Trailing Loyet were Morgan, Randolph, Robbie Ray and Stephanie Mockler. Josh Clemons, Dave Darland and Morgan won eight-lap heats, but Darland was forced out of the feature after just one lap following a tangle.

RESULTS

USAC FORD FOCUS MIDGETS

Heat 1: Josh Clemons, Jasiel Randolph, Kevin Studley.
Heat 2: Dave Darland, Matt Johnson, Jimmy Light.
Heat 3: Dustin Morgan, Brad Loyet, Stephanie Mockler.
Feature: Loyet, Morgan, Randolph, Robbie Ray, Mockler, Ginny Quinones, Johnson, Tony Main, Brandon Hartsell, Jim Mills.

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FLORIDA SPEEDWEEKS COVERAGE

Gordon Rallies to Win Third '500'

from NASCAR.com

DAYTONA BEACH, FL, Feb. 20 -- Jeff Gordon grabbed the lead from Dale Earnhardt, Jr., then held off Kurt Busch and Earnhardt in extra laps to win his third Daytona 500 on Sunday at Daytona International Speedway.

One of the wildest finishes in the 47-year history of NASCAR's biggest race saw four lead changes in the last nine laps. Earnhardt, the defending champion, came from as far back as 30th to grab a late lead, only to watch four-time NASCAR Nextel Cup Series champion Gordon pass him seconds before a caution flag waved with three laps to go. The race went three laps beyond the scheduled 200-lap distance, with Gordon hanging on over two final laps of green-flag racing to beat Busch by two car-lengths.

Gordon is the fifth driver to win three or more Daytona 500s, joining Richard Petty (seven), Cale Yarborough (four) and Bobby Allison and Dale Jarrett (three each).

Tony Stewart dominated the race for a second consecutive year, leading 107 laps, and was well on the way to his first "500" win before a rash of late caution flags triggered the furious finish.

Earnhardt, who struggled with handling through most of the race and had not led a lap, suddenly dove to the outside just in front of Gordon and charged past Stewart to grab the top spot on lap 197. Gordon finally pulled alongside Earnhardt and nosed ahead just moments before the tenth yellow flag of the race froze the field.

On the restart on lap 202, defending Series champion Busch drove past Earnhardt and bore down on Gordon. Behind the three leaders, three- and four-wide racing saw cars banging and bumping off each other to the finish.

Scott Riggs wound up fourth, followed by Jimmie Johnson, Mark Martin in his last Daytona 500 and the frustrated Stewart.

Unlike other races at Daytona since NASCAR began requiring the horsepower-sapping carburetor restrictor plates to slow the cars, most of the race was run with the field stretched out around the 2.5-mile banked oval. Stewart, Gordon and Michael Waltrip, Earnhardt's teammate, led most of the laps and spent much of the day in single file. But on lap 184 Greg Biffle and Riggs bumped mid-pack and ignited a nine-car crash that sent Scott Wimmer barrel-rolling and then spinning several times on the nose of his car before landing on his wheels. Wimmer was not injured.

The race restarted on lap 188, but several cars banged together before even passing the flagstand, sparking an eight-car crash on the main straightaway. NASCAR managed to get that mess cleared in time for a restart on lap 196, but yet another caution flag waved on lap 198 because of debris on the track.

The victory was the 70th for Gordon, who barely missed his fifth Series title last year when he finished just 16 points behind Busch and eight behind teammate Johnson in the closest points race in NASCAR history.

RESULTS

1-10: Jeff Gordon, Kurt Busch, Dale Earnhardt, Jr., Scott Riggs, Jimmie Johnson, Mark Martin, Tony Stewart, Sterling Marlin, Kevin Lepage, Rusty Wallace.

11-20: Elliott Sadler, Carl Edwards, Joe Nemechek, Dave Blaney, Dale Jarrett, Jeff Green, Kyle Petty, Mike Bliss, Travis Kvapil, Ryan Newman.

21-30: Brian Vickers, Kasey Kahne, Jeremy Mayfield, Ricky Rudd, Greg Biffle, Casey Mears, Boris Said, Kevin Harvick, Jeff Burton, Mike Skinner.

31-40: John Andretti, Jamie McMurray, Scott Wimmer, Martin Truex, Jr., Bobby Hamilton, Jr., Jason Leffler, Michael Waltrip, Kyle Busch, Ken Schrader, Kenny Wallace.

41-43: Mike Wallace, Matt Kenseth, Bobby Labonte.

Stewart's Move Seals First BGN Win

from NASCAR.com

DAYTONA BEACH, FL, Feb. 19 -- Teammates Tony Stewart and Kevin Harvick swept past teammates Dale Earnhardt, Jr., and Martin Truex, Jr., with less than three laps remaining to win the NASCAR Busch Series' season-opening Hershey's Take 5 300 on Saturday at Daytona International Speedway. Stewart's victory ended Earnhardt's streak of three consecutive NBS openers, and it was the 2002 Cup champion's first Series win and fifth overall at the famed 2.5-mile superspeedway.

Stewart charged to the lead with three laps remaining and won under a yellow flag after a last-lap crash. But his hopes nearly ended with 25 laps to go when a bump from Carl Edwards sent Stewart skid-

ding through the infield grass at 190 mph. Somehow he kept the car going in the right direction and steered back onto the oval, although he fell to eighth, then all the way to 17th after his crew needed extra time on the next pit stop to repair the damage.

Meanwhile, Earnhardt and Truex were content to stay near the back of the pack until the halfway point, when they began drafting their way toward the front. When the other leaders made their final pit stops during a caution period with 20 laps remaining, Junior stayed on the track and moved into the lead, while Truex took only two new tires and came out second.

But that's when Stewart began slicing through the field, moving to fifth on another restart with four to go, and

with drafting help from Harvick he roared past the leaders. Stewart and Harvick held on for a 1-2 finish as a three-car accident behind them brought out a caution for the final lap.

RESULTS

1-10: Tony Stewart, Kevin Harvick, Dale Earnhardt, Jr., Martin Truex, Jr., Kasey Kahne, Robby Gordon, Michael Waltrip, Greg Biffle, Reed Sorenson, Carl Edwards.

11-20: Bobby Hamilton, Clint Bowyer, Ashton Lewis, Joe Nemechek, Michel Jourdain, Paul Wolfe, Shawn Robinson, Steve Grissom, Stanton Barrett, A.J. Fike.

21-30: Jeremy Mayfield, David Green, Stacy Compton, Tim Fedewa, Michel Jourdain, Paul Wolfe, Shawn Robinson, Steve Grissom, Stanton Barrett, A.J. Fike.

31-40: Jon Wood, Kyle Busch, Denny Hamlin, Kertus Davis, Jason Keller, Ryan Hemphill, Kenny Wallace, Donnie Neuenberger, Shane Hmiel, David Stremme.

41-43: Johnny Sauter, Sterling Marlin, Jeff Fuller.

Hamilton Declared Daytona Truck Series Winner after Wild Night

from NASCAR.com

DAYTONA BEACH, FL, Feb. 18 -- Bobby Hamilton was standing on pit road and Jimmy Spencer was celebrating in Victory Lane. Then they switched positions after Hamilton was awarded the victory in the wreck-filled Florida Dodge Dealers 250 on Friday night at Daytona International Speedway.

It was the perfect ending for a wild race that included countless lead changes, several major crashes and two flipping trucks.

Hamilton took the lead after a restart with one lap to go, and then Spencer was back in front when an eight-truck wreck started. However, before the caution flag came out, Hamilton had retaken the lead.

NASCAR officials quickly changed the result, but not after Spencer had made his way to Victory Lane. Spencer smiled, shook his head after he was told the news, put his steering wheel back on, and was begrudgingly pushed back to the pits. Hamilton, meanwhile, just clapped his hands when told of the scoring change, and within minutes his team was in Victory Lane, reveling in the win in the season-opening race for NASCAR's Truck Series.

The defending Series champion picked up his ninth career truck win and became the Series' first driver to win from the last starting spot.

Spencer took the lead with seven laps remaining, just before Dennis Setzer bumped Chad Chaffin and sent him sliding into the



Bobby Hamilton (04) passes Johnny Benson and Brendan Gaughan on his way to his first NASCAR Truck Series win of the season Friday night at Daytona International Speedway. (Nate Mecha/HSP photo)

infield. Chaffin flipped once and landed upright. Hamilton overtook Spencer after the restart.

Polesitter Kerry Earnhardt lost control coming out of turn 4 on lap 49, spun into the wall and started an eight-truck pile-up. No one was hurt. Just a few laps later, another accident involved five trucks, including race leader Mike Skinner, when Brendan Gaughan, fighting to get a lap back, pulled alongside Skinner but lost control, clipped Skinner and sent him into the wall.

Brad Keselowski overshot his pit and slid into the back of Dennis Setzer's truck, briefly pinning a crew member. After Keselowski's truck was pulled backward, the crew member grabbed a gas can and swung it at Keselowski's windshield. He then had to be helped over the wall with a bruised leg.

Todd Bodine sideswiped Rick Crawford early in the race, turning him sideways and sending him sliding toward the pits. Crawford's truck flipped once before coming to a stop in the infield grass.

RESULTS

1-10: Bobby Hamilton, Jimmy Spencer, Todd Bodine, Ricky Craven, Ted Musgrave, Ken Weaver, Brad Keselowski, David Starr, Wayne Edwards, Johnny Benson.

11-20: Matt Crafton, David Reutimann, Jack Sprague, Casey Atwood, Robert Pressley, Dennis Setzer, Kelly Sutton, Mike Harmon, Robert Huffman, Terry Cook.

21-30: Chad Chaffin, Tracy Hines, Steve Park, Sean Murphy, Mike Skinner, Ron Hornaday, Deborah Renshaw, Brandon Whitt, Bill Lester, Brendan Gaughan.

31-36: Chase Montgomery, Todd Kluever, Regan Smith, Shigeaki Hattori, Kerry Earnhardt, Rick Crawford.



Caught up in an early crash at Daytona are polesitter Kerry Earnhardt (15) and Chase Montgomery (18). (Randy Porter/HSP photo)

Waltrip Edges Earnhardt to Win First 150-Miler

from NASCAR.com

DAYTONA BEACH, FL, Feb. 17 -- Michael Waltrip passed teammate Dale Earnhardt, Jr., on the outside in the final straightaway Thursday to win the first of the two 150-mile qualifying races for the Daytona 500 by .030 seconds - about half a car-length.

After Earnhardt appeared down on power in the non-points Shootout and practice and Waltrip also seemed to be struggling, Earnhardt fought an ill-handling car for much of Thursday's 60-lap race at Daytona International Speedway, while Waltrip moved up among the leaders

and led midway through the race.

Mike Skinner led after the third caution flag of the race and appeared on his way to victory until the DEI cars ganged up on him at the end. Skinner, who made it into Sunday's 43-car field thanks to his qualifying speed in time trials last Sunday, wound up third, followed by Ryan Newman, Ricky Rudd, defending NASCAR Nextel Cup champion Kurt Busch and two-time Daytona 500 winner Jeff Gordon.

A rule change this year guaranteed the top 35 teams in car-owner points starting spots in the race field. Four

more drivers made it on speed and the final four positions were up for grabs Thursday - two in each race. Kenny Wallace finished tenth, putting him into the main event.

RESULTS

1-10: Michael Waltrip, Dale Earnhardt, Jr., Mike Skinner, Ryan Newman, Ricky Rudd, Kurt Busch, Jeff Gordon, Jamie McMurray, Kyle Busch, Kenny Wallace.

11-20: Kerry Earnhardt, Jason Leffler, Greg Biffle, Travis Kvapil, Carl Edwards, Mike Wallace, Casey Mears, Stanton Barrett, Ken Schrader, Kyle Petty.

21-28: Dale Jarrett, Mike Bliss, Johnny Sauter, Kasey Kahne, Hermie Sadler, Elliott Sadler, Randy LaJoie, Morgan Shepherd.

Stewart Survives Wild Second 125-Mile Qualifier

from NASCAR.com

DAYTONA BEACH, FL, Feb. 17 -- Tony Stewart avoided a seven-car pile-up that eliminated several top contenders and then held off a hungry Jeff Burton to win the second Gatorade Duel 150-mile qualifying race Thursday at Daytona International Speedway.

Stewart narrowly slipped through a crash triggered when Kevin Harvick nudged leader Jimmie Johnson coming off turn 2 on lap 36. Mark Martin, Rusty Wallace, Joe Nemechek and Dave Blaney were all eliminated, with Johnson and Nemechek pointing the finger of blame squarely at Harvick.

Stewart took the lead from Burton not long after the green flag waved from the Johnson-

Harvick wreck and went unchallenged the last 12 laps as Burton couldn't get help from behind.

Kevin Lepage finished a surprising third and earned a spot in Sunday's Daytona 500, as did fourth-place Martin Truex, Jr. Scott Riggs finished fifth.

RESULTS

1-10: Tony Stewart, Jeff Burton, Kevin Lepage, Martin Truex, Jr., Scott Riggs, Matt Kenseth, Robby Gordon, Scott Wimmer, Sterling Marlin, Boris Said.

11-20: John Andretti, Bobby Labonte, Bobby Hamilton, Jr., Derrick Cope, Jeremy Mayfield, Jeff Green, Eric McClure, Larry Gunselman, Brian Vickers, Jimmie Johnson.

21-28: Kevin Harvick, Mark Martin, Joe Nemechek, Rusty Wallace, Dave Blaney, Andy Belmont, Kirk Shelmerdine, Greg Sacks.

Johnson Kicks Off NASCAR Year with Shootout Win

DAYTONA BEACH, FL, Feb. 12 -- After a fast pit stop put Jimmie Johnson into the lead, he held on to win Saturday night's Budweiser Shootout exhibition race for the NASCAR Nextel Cup Series at Daytona International Speedway.

The driver who finished second to Kurt Busch by just eight points last year - the closest margin in stock car history - took the lead 16 laps from the end of the 70-lap Shootout and held off a pack of charging challengers to the end.

Ryan Newman grabbed a big lead when he took only two fresh tires on the required pit stop in the second segment of the made-for-TV race, but Johnson, with four new tires, was fastest out of the pits, getting out ahead of early leader Greg Biffle. Johnson then tracked down Newman in just eight laps and charged past on lap 55, pulling Biffle, Busch and teammate Jeff Gordon along with him.

Newman dove low three laps from the end to pass Biffle and Gordon and grab

second place in the stock car racing debut for the brand new Dodge Charger. Gordon was shunted back to sixth on the next lap but came back to finish third.

RESULTS

1-10: Jimmie Johnson, Ryan Newman, Jeff Gordon, Tony Stewart, Greg Biffle, Kurt Busch, Dale Earnhardt, Jr., Mark Martin, Kasey Kahne, Bobby Labonte.

11-20: Joe Nemechek, Ricky Rudd, Casey Mears, Rusty Wallace, Dale Jarrett, Ken Schrader, Bill Elliott, Jeremy Mayfield, Brian Vickers, Geoffrey Bodine.

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USCS Announces New 'Southern Thunder' Tour

ATLANTA, GA -- The United Sprint Car Series has announced the release of a 33-race schedule of events for its newly-created "Southern Thunder" Tour winged sprint car regional series. The schedule encompasses events in the four-state championship division created from several races on the USCS National schedule, to be run in eastern Alabama, Georgia, Florida and eastern Tennessee.

The Tour will award a regional championship based on points earned at dirt tracks only in 2005. Paved track events on the schedule will award National and "Asphalt Thunder" points.

The complete USCS "Southern Thunder" Tour regional series schedule will be included in CFRR's Race Fan Guide, to be published with the April 6 issue. For further information, please call (770) 313-3477.

IRA Schedule Includes 34 Dates in Five States; Similar to '04

McHENRY, IL, Feb. 13 -- The Bumper to Bumper IRA Outlaw Sprint Series has released its schedule for the 2005 racing season - the 46th year of sanctioning winged dirt-track 410 sprint cars in the Midwest. Bumper to Bumper Auto Parts & Service Centers will again be the Series' title sponsor, while United Trailers is again on board as an associate Series sponsor.

Thirty-four race dates at 21 Upper Midwest venues within a five-state region appear on the slate, with Wisconsin's Dodge County Fairgrounds, Cedar Lake Speedway and Wilmot Speedway hosting the most points-paying shows with three each, while Iowa's Knoxville Raceway will also host three.

While much of the schedule is the same as it has been in recent seasons, the IRA has added some new events to this year's campaign. Cedar Lake Speedway has added IRA sprint cars for the first time to its high-profile Masters event, set for June 17-18.

IRA will also make its first appearance ever at Minnesota's Deer Creek Speedway - WISCONSIN's 2004 Track of the Year - on June 24, and it will be going back to its original roots on August 19 by headlining the Kenosha County Fair at Wilmot Speedway. Wilmot was IRA's home track throughout the 1970s and '80s.

Also new on the schedule will be the Dick Witt Checkered Classic on September 17 at the Dodge County Fairgrounds, held in memory of the group's long-time official starter who was taken by cancer after a decade-long fight.

IRA will also return to the Freeport Raceway Park after a five-year hiatus, and to Wisconsin's Luxemburg Speedway after a one-year absence.

The schedule is filled with numerous tradi-

tional events and dates, including the Rick Schmidt Memorial at Dodge County to open the points season on April 30, the "Battle of Lake Michigan" on June 3-4 at Michigan's Hartford Speedway Park, and an all-sprint affair June 5 at the Butler (MI) Battlegrounds, as IRA shares the card with the SOD 360 series. The popular IRA sprint-Badger Midget Series combo event - the Triple Crown - is set for July 16 at The Raceway at Powercom Park, while IRA travels to Knoxville one week later for the July 22-23 Summer Classic. The Labor Day weekend "Border Wars" series is back again on September 3-4, with shows at Grant County (WI) Speedway and Cresco (IA) Speedway.

The IRA headlines Superior (WI) Speedway's Northern Nationals on September 9, followed the next night by the Jerry Richert Memorial IRA-Knoxville-NOSA Challenge at Cedar Lake. IRA will close its season with the traditional Frank Filskov Memorial Fall Classic at Sheboygan County (WI) Fair Park on October 1.

The IRA will also support five separate events in a non-points role, including four with the World of Outlaws.

The IRA Outlaw Sprint Series combines a competitive style and format with a car count that traditionally provides the largest member-supported number of entries per event of any traveling sprint series. Current champ Scott Neitzel returns to defend his crown, while past Series champions Joe Roe, Kim Mock and John Haeni hope to challenge for the IRA throne and a record point fund.

The complete IRA Outlaw Sprint Series schedule will be included in CFRN's Race Fan Guide, to be published with the April 6 issue.

Mid-Am Divisions to Run Over Sixty Events in '05

BAILEYS HARBOR, WI -- The Mid-American Stock Car Series, Inc., expects to sanction a total of 62 racing events in five divisions during 2005.

The addition of the American Stockcar League for former ASA National Tour teams has helped push the total number of races for the upcoming season to a record level. States where the various divisions are expected to race include Missouri,

Wisconsin, Illinois, Iowa, Kansas, Minnesota and Indiana.

The Mid-American Stock Car Series opens the season at the Rockford (IL) Speedway on April 2-3. The tentative opener for the new ASL is Saturday night, April 30, at the I-70 Speedway in Odessa, MO. Opening day for the Mid-Am Super Truck Series is Friday, May 13, at the Madison International

Speedway in Oregon, WI. Midwest AllStar Racing Series (MARS) late models begin the 2005 slate at I-70 Speedway on Saturday night, May 28. The Stock Car Classics will begin their 2005 schedule Saturday night, June 11, at the LaCrosse Fairgrounds Speedway.

For additional information, call the Series office at (920) 823-2856.

Siebert Among Mid-Am Super Truck Rookie Candidates

OREGON, WI -- Austin Siebert of Grandview, MO, will be among the rookie-of-the-year candidates when the Mid-Am Super Truck Series opens its 2005 season at the half-mile Madison International Speedway in Oregon on Friday night, May 13.

A 15-race schedule is expected to be released shortly, with the season championship race planned for Saturday night, October 8, at the LaCrosse Fairgrounds Speedway in West Salem.

The 17-year-old Siebert was both the champion and rookie of the year in the USST Super Truck Series and won the US Super Truck Nationals 100-lap feature at JRP Speedway in Tulsa, OK.

Siebert is expected to have test session with the Kansas City-based Team Chick MotorSports NASCAR Truck Series team. "He

really impressed me this year," said team owner Scott Traylor. "He showed maturity beyond his years. We plan to compete in many, if not all, of the Mid-Am super truck races in 2005."

Other rookie drivers indicating they will race in the Mid-Am Super Truck Series include Bernie Teta of Bell Plaine, MN; Ricky Archer of Kearney, MO; Jason Bell of Stratford; Davey Cox of Loves Park, IL; Chris Sevey of Waterloo, IA; Mark Soronen of Faribault, MN; and Randy Garrison of Beatrice, NE.

Truck rules are being blended with the Midwest Truck Series, which runs weekly at the Madison International Speedway. Super trucks meeting either set of rules can compete in the touring series or weekly at MIS.

For additional information, call (920) 823-2856 to contact series officials.

IMSA Announces New Series for Porsche GT3 Cup Cars

BRASELTON, GA, Feb. 13 -- The International Motor Sports Association has announced, in conjunction with Porsche Motorsports North America and Michelin, the creation of the IMSA GT3 Cup Challenge, a series designed for Porsche GT3 Cup race cars.

The series will allow amateur and semi-professional drivers who do not make their living in motorsports to compete in a professional environment similar to many other GT3 Cup series around the world and will run as part of the American LeMans Series

weekends.

As part of the announcement IMSA announced that Michelin has agreed to be the title sponsor of the series and will be providing the spec tire for all competitors.

The purpose-built race cars, based on the Porsche 996 body style, will have sealed engines and transmissions, providing for racing where the drivers' talents are exemplified. PMNA will provide technical support for the series with personnel, parts and expertise both away from and at the track. There are over 100 of these cars already

race-ready in North America, according to Porsche Motorsports North America.

The 2005 series schedule includes races at the Grand Prix of Atlanta on April 15-17, at Mid-Ohio on May 20-22, at Portland (OR) International Raceway on July 29-31, and at two other races, one on the east coast and one on the west coast, to be determined at a later date.

IMSA is an approved FIA/ACCUS club that currently sanctions the American LeMans Series, the Star Mazda Pro Series and the Panoz GT Series.

Gerhart Wins Crash-Filled Daytona ARCA Opener

DAYTONA BEACH, FL, Feb. 12 -- ARCA Re/Max Series veteran Bobby Gerhart won the crash-filled Advance Discount Auto Parts 200 Saturday at Daytona International Speedway.

It was Gerhart's third victory at Daytona, tying him with Iggy Katona for the most wins at the speedplant. Gerhart also led the most laps in the race, which was shortened in order to deal with a variety of multi-car wrecks and repairs.

The race was red-flagged on lap 24 for 39 minutes to make repairs to the catch-fence after Clair Zimmerman got airborne on the front stretch and crashed. Due to the repairs and the impending NASCAR event, the race was shortened to 65 laps from the scheduled 80.

Gerhart started from the pole for the third consecutive year and led 58 laps en route to the checkered flag, which flew along with the caution. Outside of Gerhart, Matt Hagans led and four and Chad McCumbee led three.

Six-time series champion finished second for the second consecutive season after starting 41st. J.J. Yeley finished third in his career-first Series start, and rookie Mike Guerty finished a career-best fourth in front of Hagans.

The first multi-car wreck occurred on lap 39 when Ed Kennedy got turned around and triggered a six-car pile-up. No injuries resulted from that crash.

The next multi-car incident, which involved 14 cars, hap-



Bobby Gerhart leads the field to the green flag to start the season opener for the ARCA Re/Max Series on February 12 at Daytona International Speedway.

(ARCA photo)

pened on the backstretch with two laps remaining. Billy Venturini and Dan Shaver were both transported, conscious and alert, to Halifax Medical Center. Shaver was treated and released, while Venturini, who fractured his neck, was moved out of the intensive care unit and was last reported in stable condition at the Carolina Medical Center in Charlotte, NC.

Medical specialists have ruled out any additional surgery, and Venturini could be released from the hospital by the February 18-19 weekend. The incident caused the race to be finished under caution.

The next event for the Series will be March 26th at

Nashville (TN) Superspeedway.

RESULTS

1-10: Bobby Gerhart, Frank Kimmel, J.J. Yeley, Mike Guerty, Matt Hagans, T.J. Bell, Joey Miller, Mike Harmon, Jeff Spraker, Norm Benning.

11-20: Todd Kluever, Larry Foyt, Kyle Krisloff, Billy Venturini, Ken Weaver, G.R. Smith, A.J. Henriksen, Doug Reid, Dan Shaver, Mario Gosselin.

21-30: Todd Bowsher, Chad McCumbee, Joe Cooksey, Christi Passmore, Dexter Bean, Robert Richardson, Marc Mitchell, Justin Ashburn, Tim Steele, Mark Gibson.

31-40: Ed Kennedy, David Ragan, Chad Blount, Johnny Leonard, Bill Eversole, Blake Feese, Walt Brannen, Clair Zimmerman, Keith Murt, Eddie Mercer.

41: Benny Chastain.
Fast Qualifier: Gerhart, 48.846 secs (184.253 mph).

Mid-Am Stocks to Run Twice at 141

FRANCIS CREEK, WI -- The Mid-American Stock Car Series will sanction two races on the quarter-mile paved 141 Speedway during 2005. This is a change from the previously announced three races set for the Francis Creek facility because of a scheduling conflict with another race track.

The two dates for Series events at 141 are now Saturday nights, June 25 and September 3.

141 Speedway is operated by former Mid-

Am stock car competitor Matt Rowe, who started on the pole for a race at Road America as a rookie driver in 1993. That event was the first stock car race at Road America since NASCAR raced there in 1956.

One event remains tentative for 2005. Once that date is either dropped or confirmed, the complete schedule will be released.

For more information, call the Series' general office at (920) 823-2856.

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Round & Around



Leaving Wisconsin's snowbanks behind, we had dry roads all the way to Tampa. East Bay Raceway had already completed two weeks of its 29th annual Winternationals, and the NARA DirtCar Series merged disparate late model groups under one umbrella, healing the great rift of 2004 and getting a record 116 entries on opening night.

Racing was fast and furious. Two berths per heat, one from each B-main, and four provisionals each night, then heat winners drew for starting positions. The Heckenast group of Illinois left hot-pink flyers on windshields for Sherri's newly-acquired track, but Frank and Frank, Jr., wouldn't race until next week.

A trademark Pete Parker hauler was here, but not Parker. Wisconsin racers included Brady Smith, Jon Krogstad, Dan Schlieper, Jayme Zidar, Pat Doar, Jimmy Mars, Darin Meierotto, Terry Casey and Russ Scheffler. Minnesotans Trent Follmer, Jeff Matejka and Caley Emerson may remember former WISSOTA competitor Michael Jackson, now living in Tennessee. Ohio had the largest number of entries, with Illinois next in number, as at least 23 states were represented. A few 16-year-olds joined the "seniors" group, ages 50 and up - John Mason, John Kuchar, Russ Frohnapfel, Butch McGill, Mike Hammerle and Freddy Smith. Later in the week 62-year-old Delmas Conley would arrive.

Monday's fast time and win made everything better for Don O'Neal after his Knoxville injuries. Starting on the pole certainly helped, but it was no guarantee. Steve Francis came from 12th place to nearly steal the point by mid-race. Saved by one of the four yellow flags of the race, O'Neal had already committed to running the high line when he saw Francis at the bottom. "I knew I had to protect my inside," O'Neal said, praising the track preparation that allowed at least two race lanes all night.

Jimmy Mars came from 17th to sixth, Darrell Lanigan from 18th to seventh, and last-row starter Billy Moyer finished tenth. Among those just missing the main were Donnie Moran, Brian Birkhofer, Ray Cook, Freddy Smith, Kenny Schrader, Billy Drake and Skip Arp in the number 1 mount, honoring GRT's 20th year. R.J. Conley and John Gill got the first pair of provisionals, and Moyer and Danny Schlieper the second. The other 90 competitors became spectators.

Tuesday saw some switch to their second cars. Rob Blair took quick time but missed the main by one position. Follmer was still getting used to a gasoline engine when his mount erupted in flames during heat action. Earl Pearson, Jr., notched quick time but missed the cut by one position, as did Drake, Freddy Smith and Rohn Moon. Yellow-flag fever slowed the program, cancelling the customary four-wide salute. Again, 90 racers sat out the big event, and the 30-lap main's track locked down to one lane in short order. Tim McCreadie was never headed. "After last night's display, I want to thank this crew. My dad took me through a two-hour conversation tonight, and I have to thank him," declared the son of legendary "Barefoot"

Bob McCreadie.

Provisionals went to Smith, Mike Marlar, Schlieper and Shane Clanton. Again, all was completed shortly after 11, and the top ten were announced as fans filed out.

Wednesday was my husband's day in court, suing the garage that so ruined our week here two years ago. He won, although getting the check may be another matter. During this I was taking in qualifying at East Bay, which is done in the afternoon to have a timely program. We suggested to Jean Lynch a limit of two hot laps per group to save the race surface, and we were happy to see it tried today. Much time was saved, and there were multiple lanes for racing later. (For those who don't know who Jean Lynch is, the Pennsylvania wife of a retired racer and mother of a sprinter has been irreplaceable, keeping order in the Winternationals for decades.)

The Follmer crew thrashed all night repairing their mount, missed the main, then spent another sleepless night when the engine let loose. Wednesday the ESPN2 crew got shots of the drivers for later use this season.

Terry English notched his first win and declared, "Two weeks ago I wasn't even coming. I didn't have a hauler, a motor, nothing ... C. J. (Rayburn) called me up, and here I am." Fighting a tight condition, "I could barely turn," he said as he emerged as the series points leader after Wednesday.

The 111 cars were reduced by more in the last B-main. Jackie Boggs spun on the frontstretch and Brad Neat tried not to hit him head-on. They both walked away. On the restart, Johnny Chastain, Anthony White and Emerson collided.

Provisionals went to Matt Miller, Tim Dohm, Clanton and Birkhofer. Pearson, Drake and Freddy Smith missed again by one car. Rick Aukland, who will be inducted into the National Dirt Late Model Hall of Fame this year, made his first feature of the week. Terry Casey ripped through the feature from 15th to finish third. Just after 10:30 it was all over.

On Thursday Brady Smith took quick-time honors. More newcomers, more dropouts, and the track was redug after qualifying. Heats were reduced to six, transferring three cars after 12 laps. Dan Stone got a last-lap flat, Patrick Sheltra barrel-rolled in a multi-car incident, and Scott James got a flat while leading his heat. Steve Francis lurched ahead of Mark Voigt in a crowd-pleasing B-main, and Doar won a bonus \$1,000 for the Strawberry Dash. "It's been pretty ugly this week," Doar said of his efforts here.

Despite all the labor the feature locked down anyway. Steve Shaver was as surprised as anyone when, as he said, "The track went from a rubber situation to a slick condition. So far it's been a real great experience for us." The show was over before 10:30, with temps in the 50s and a chilling wind, yet the audience didn't get dusted. CFRN's Jerry and Jo O'Brien would end their stay here, and we wished them well. We missed our visit with John McKarns due to health problems, as ailments have hit all of us recently.

Friday was East Bay's superb barbecue, then Ray Cook sang at the daily chapel service. Donnie Moran told me his three-year-old daughter was hospitalized with pneumonia, so

Fay Hendricks

we would all be praying for her.

John Mason was quickest, the 12th of 97 cars to qualify. NASCAR racer Carl Edwards tried Reed Millard's mount, while Scott Bloomquist, Dale McDowell, John Vandenberg and three others joined the field. Again the track was dug up as drivers signed autographs before supper. Butch McGill pulled an ugly slide job to get past Billy Moyer in one B-main, and Cook and Shaver both got flat tires in another. Shaver and Rick Eckert got series points provisionals, Moyer and Schlieper RACE (Racers Against Crate Engines) berths. Mason and Freddy Smith were one car out of the main.

Bob Pierce was happy to see his creation make the main, with Brian Shirley driving. Steve Francis became the fifth winner of the week. "We ran second, 14th, second, 14th," said Francis. "We really thought tonight would be a second again." Shannon Babb was closing but ran out of laps. "I knew Shannon would be on top and old Earl (Pearson, Jr.) would be on the bottom," declared Francis, knowing he had to protect his lead. Fifty laps were complete, the \$10,000 check endorsed, and before 11 we were cranking the heat after chilling in temps in the windy 40s. East Bay had received the Outstanding Short Track Event Award at the race promoter's conference earlier this day - well-earned.

Saturday Matt Miller was fastest of 92 survivors but missed the main by one. He received a provisional with Shannon Babb, Shane Clanton and Scott James. Jackie Boggs won the Strawberry Dash, stating, "We haven't had a good week. Maybe this will turn things around for us." Don O'Neal lost his heat lead after "convincing" a slow car to move over, then won his B-main.

Visiting Aukland earlier was a man wearing a Dick Trickle jacket; the man turned out to be veteran Tom Steuding ("Maybe you've heard of me."). I finally met Brady Smith, who wasn't as convinced as I that he would make the main.

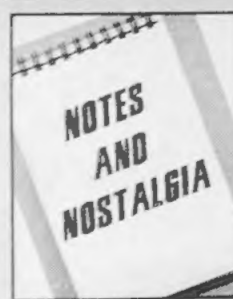
All eyes watched front-row starters Moyer and Bloomquist until the first yellow flew four laps later. By the third caution, Babb had come from 24th to eighth. Tire wear was crucial, and half the field was gone just past the halfway point. NARA point leader Terry English broke an axle, exiting as Bloomquist, Brady Smith, McCreadie, R.J. Conley and Shaver returned laps down. Smith stopped on the track later and walked to the ambulance, but his condition was not known.

Only seven cars were on the lead lap, then Shaver pitted on the 14th caution. From 20th place, O'Neal's smoking mount took its second win of the week, matching Moyer's record of 11 wins here. "My buddy Jimmy Mars told me I got robbed in the heat," declared O'Neal. "I lost a cylinder with about 20 laps to go. When it was ten to go, I figured I'd just keep going," netting him the \$12,000 check and having the tower staff sing to him. Also earning ten grand was the overall points champion, Steve Francis, plus \$5,000 in contingencies.

We bid a fond farewell until next year. Next time, Week Two from Volusia Speedway Park and New Smyrna Speedway.

Notes & Nostalgia

Jerry Dorich



(Warning: Most of this column, in a slightly different form, appeared in the January 15, 1995, edition of this paper. For various reasons, we felt it could be repeated - mostly a prejudice on our part against the 1965 season. We hope you've forgotten the initial appearance of the column; we did.)

From all indications, the 1955 racing seasons in Indy cars and Formula One were destined for greatness. In

1954, Jimmy Bryan had driven furiously and magnificently to a championship, winning the last four races and scoring more than twice the number of points as his nearest pursuer, Manuel Ayulo. The experts were prepared to cede the Indy 500 to Bill Vukovich, but Bryan had a beautiful new Kuzma roadster that promised to be more competitive at Indy than his old dirt car. There was also a combination of cagey veterans, like Tony Bettenhausen, Mike Nazaruk, Jack McGrath and Sam Hanks, and aggressive newcomers like Johnny Thompson, Manuel Ayulo, Bob Sweikert and Larry Crockett. They all appeared ready to challenge Bryan for his newly-won title.

In Europe, Mercedes-Benz had returned in mid-season of 1954, but it had not completely dominated. Ferrari had been able to beat the vaunted Silver Arrows in two races. Mercedes had strengthened its team with coming star Stirling Moss joining two-time World Champion Juan Fangio. The Italian teams of Lancia and Maserati were also expected to field formidable cars.

Apparent progressive changes were appearing on the AAA-Indy scene. Inspired by the success of the Mercedes-Benz streamliner in Grand Prix racing, master builder Frank Kurtis had built a new fendered roadster to be driven by Jimmy Daywalt for Chapman Root's Sumar racing team. It looked a lot like the Mercedes Grand Prix streamliner, except it had a vertical tail fin. Quinn Epperly had modified a 1953 Kurtis-Kraft roadster into a semi-streamliner with an enclosed cockpit and fairings between the wheels. Jim Rathmann was the chauffeur.

Vukovich's Howard Keck team was also building a streamliner, but it was to be powered with a purpose-built V-8 from the drawing board of noted Offy designer Leo Goosen. When it became apparent the engine wouldn't be ready in time for Indy, the project was postponed until 1956, and the entire Keck crew and Vukovich moved to the Lindsey Hopkins team and its year-old Kurtis roadster.

Other new roadsters had been built for Pat O'Connor, Larry Crockett, Bob Sweikert and Art Cross.

Bad news started creeping in on March 20, when 1954 Indy rookie of the year Larry Crockett was killed in a sprint car race at Langhorne. More bad news arrived on Indy's opening day, May 1, when it was learned that "Iron Mike" Nazaruk had met the same fate as Crockett, when his Nyquist sprinter crashed, also at Langhorne. Nazaruk was a Marine who had fought in the Pacific and seemed indestructible. Then, on an Indy practice run, Manny Ayulo crashed hard in the southwest turn and died.

During the "500" itself, the bad news changed from a creeping malignancy to a gushing flood. Race leader Vukovich fatally

crashed in a flaming multi-car wreck. Crockett, Nazaruk and Ayulo were unknown to the general press; their deaths received little, if any, coverage. But Vukovich's near-miss in 1952 and his great wins in '53 and '54 had made him a national hero. His reticence to be interviewed, strangely enough, endeared him to the press. His typical response to a request for an interview went something like this: "Write whatever you want. You don't need me." What more could a reporter ask for?

When he died so spectacularly in a flaming wreck, these general-circulation newspapers showered a lot of unwanted attention on racing. In the vernacular of the criminal trade, Vukovich's crash brought a lot of "heat" to the sport. Most newspapers had headlines and at least one photo of the wreck; Life magazine did a four-page photo spread that featured a grisly photo of Vuky's burnt hand protruding from underneath the wrecked car. That the photo was enhanced to make it more graphic says something about journalistic ethics. As in many of the articles, the Life article contained absolutely no mention of Bob Sweikert winning the race.

The Indy death toll could have been larger. With only 75 miles left in the race, fourth-place runner Cal Niday hit the outside wall in turn 4 and then crashed into a ditch on the inside of the track. His multiple catastrophic injuries ended his career. Niday would race again, but never at Indianapolis. Ironically, he met his death in an antique car event on February 14, 1988.

The next week at Milwaukee offered a pleasant break from the carnage. Forty cars were entered, enabling a race for non-qualifiers. The feature was won by Johnny Thomson, who had come from last to fourth at Indy. Pat Flaherty would begin exhibiting the pavement expertise that would earn him a ride in next year's "500" with the victorious John Zink team when he drove to third place in the big white Dunn Engineering roadster. The crowd at Milwaukee was good, and it appeared racing was perhaps getting out of the series of calamities that had started with Crockett's crash at Langhorne.

But the worst news of all was not to creep, but to hit - explosively.

On June 11, the LeMans 24-hour endurance race was turning into a contest between Jaguar and Mercedes-Benz. About two hours into the race, the leading Jaguar, driven by Mike Hawthorne - who was trying frantically to enter the pits - cut in front of a slower Austin Healey driven by Lance Macklin. In a scenario that had eerie similarities to the Vukovich accident, the Healey veered into the path of a much faster Mercedes 300 SLR driven by French gentleman-hero driver Pierre Levegh. Levegh's car wound up disintegrating in the crowd across the track. Levegh himself was unceremoniously deposited dead, with some clothing torn off, in the middle of the track.

Estimates of the death toll varied from 79 to over 100; hundreds more were injured. The scene was truly horrible. One headless corpse hung for hours on a telegraph pole. Understandably, the race organizers could not stop the race because of the undoubted chaos involved with trying to evacuate a quarter-million confused people. You can imagine what the newspapers made of not stopping the race. They only mentioned that the race went on despite the carnage - never the reason for it.

We remembered reading the headlines and stories. We had

never heard of the LeMans race. Initially, we thought it was a horse race.

Around midnight, after orders had arrived from Mercedes-Benz headquarters in Stuttgart, Mercedes withdrew its remaining cars from the race. A Jaguar won. Jaguar has always claimed that they would have won the race anyway, but the fact remains that a Mercedes was leading by a large margin when the team withdrew. This British distortion of facts and lack of sportsmanship continues today, with the British racing press continually bad-mouthing Michael Schumacher, NASCAR and all American racing. Maybe it's one of those highly-touted "British traditions."

The press and politicians' reactions to the accumulated tragedies were as expected. Editors editorialized. Politicians condemned. Champ car races at both Darlington and Las Vegas were canceled. On July 12, Oregon's Democratic Senator Richard Neuberger called for a ban on all auto racing in the United States. Neuberger claimed there was more bloodshed in racing than in Spanish bull rings. The speech made headlines.

In the first week of August, there was more bad news. Andrew J. Sordani, AAA's new president and not a racing fan, announced that after the 1955 season AAA would no longer sanction auto racing. AAA had been this country's premier sanctioning body since 1902. When the going got rough, the fair-weather AAA had broke and run.

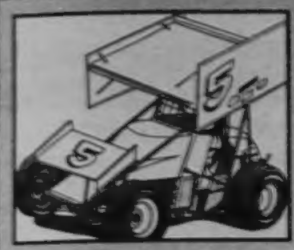
The AAA Contest Board, which actually ran the racing, migrated en masse to the newly-formed United States Auto Club. USAC came into existence on September 16 - the day before that year's Hoosier 100. Tony George's grandfather, Tony Hulman, was one of the big players in USAC's birth.

The racers, as usual, continued. Overshadowed at Indy by the Vuky accident, Sweikert was also overshadowed during the season by Jimmy Bryan. Earning no points at Indy, Bryan made a valiant but futile run for the title, winning six times - including the last three of the season. But Sweikert drove hard and well all season. He won the pole at the first Milwaukee race, led and finished second, then added two more seconds at Langhorne and Springfield. He led and finished third in the Milwaukee 250. He led at DuQuoin until after the white flag, when he blew a tire; the resulting fourth clinched the championship. He then took the pole and won at Syracuse. He then took his third and fourth poles of the season and led both races at the Indy Fairgrounds and Sacramento. A severed brake line put him out early in the closer at Phoenix.

Sweikert also accomplished something that no one else had ever done either before - or since - he won the Midwestern sprint car championship the same year he won both Indy and the national championship. Sweikert was treated by the press as if he was an unknown nobody who had "lucked into" his win at Indy. But in one of the most exciting Indy car races of all time, Sweikert had won the original Hoosier 100 in 1953 and had followed with a Syracuse win in 1954.

Oddly, Bryan - who dominated the dirt tracks from 1954 through 1957 - never won at Syracuse. Many dirt track purists who have been critical of Syracuse's famed "Moody Mile" could gloat over that fact, having maintained for years that Syracuse is actually a paved track that happens to look like dirt.

The Infield



After spending the better part of the last month sitting in front of my computer screen upgrading web-sites and getting things in order for 2005, this past weekend had already been allocated as a family weekend out. It's either that or face the consequences, and, to be honest, I'm too old to be going through that again.

Besides, I like where the family life has taken me in the past couple years, so now you know the reasoning behind the madness.

I did spend quite a bit of time on the phone with IRA president Steve Sinclair recently, and, aside from ways to handle upcoming issues, the main topic of discussion was on teams that can be expected on the tour in 2005. As we went on, it became apparent that this information needed to be made available to our fans as well, so what better way than in "The Infield"?

A lot of news has been coming from "outside" of the IRA's main stomping grounds. A discussion with Walt Whitney revealed that Travis and company will be back in the family-owned number 9 for a majority of the 2005 season. Once again their schedule is dictated by their demands, but an IRA championship run was not ruled out. Could this be Travis' year?

There's plenty of competition already for the top seat in the points standings. Joe Roe has purchased a second power plant for a more-than-serious run at title number ten. Roe is very familiar with the motor, and the competition will do a double-take when they learn of its history. Let's just say that it has already proven itself as quite capable. Factor in Kim Mock, who is doing a little retrograde to his championship title ways and doing a majority of the work on his new car at home (don't forget that he won one of the new chassis given away at the banquet).

John Haeni (the other lucky winner) hopes to have "Constantine" continue her winning ways and is doing a little retro-fit himself. Not to be outdone, current champion Scotty Neitzel and 2004 Mechanic of the Year Rick Lemanski have already been hard at work in the shop in preparation for a repeat. With the pressure of a first title finally behind them, there is a air of confidence that winners know and share.

For the Minnesota fans, not only will the IRA's invitation to Cedar Lake Speedway's "Masters" and the Deer Creek visit be dates to mark on the calendar, they will have more than enough representation on the tour in '05. Joining fellow Minnesotan (is that a word?) Travis Whitney will be Jim and

Joe Kouba on a more-than-frequent basis. Not stopping there, you could even see Jerry Richert, Jr., piloting the Joe Kouba number 55 from time to time. I seem to remember pointing out a while back that these guys were a tight-knit bunch and this really drives that home.

Ad to that mix Alaskan transplant Billy Balog, running for rookie-of-the-year honors in Brian Coleman's number 4, and you just may have a recipe for fun. Fargo, ND, pilot Matt Folstad is also getting set at another attempt at the IRA in 2005. Also from Minnesota, Matt Wasmund hopes to see more action in '05 on the circuit, and expect to see John Sernett out with his brother Tim quite a bit in a two-car effort. John set fast time at the Dodge County Fairgrounds last season, and the addition of three dates there this season should make John smile.

Jason Solwold, who already picked up an All Star Series win in Florida this season, has indicated that we will see the "Pink Panther" from time to time. At present the team does not wish to "dedicate" themselves to any one track or sanctioned tour - in other words, running their own schedule as they see fit, not to mention to have a little fun. What's wrong with that, I ask? I can think of more than a few famous names in sprint car racing that got their start that way. This team came so close so many times last year that you know that their appetite has got to be ravenous for a trip to victory lane.

Pop quiz: Who was the first driver to get their IRA membership submitted in 2005? Hint: He has won an IRA race in each of the past three years, and he's from Iowa. No, it wasn't Terry McCarl. (Terry's got his eye on much bigger goals in '05). The answer: Jeff Mitrison, and he will be behind the wheel of Ed Gifford's number 17 this season. There are not too many teams out there that can boast accomplishments like that, and I really think Jeff means to keep that streak running.

Another winner we can expect to see a time or two will be Guy Forbrook's number 5 again. Guy has Sammy Swindell turning the wheel on a part-time schedule with the World of Outlaws, but Guy will have another car ready for his buddies Brooke Tatnell and Johnny Herrera as their schedules permit. We know Brooke will be competing full-time with the WoO as well, but do you really think he will pass up an opportunity to stomp on the loud pedal in Guy's car after last year's success, if opportunity knocks? Besides, as he proved last year, it really doesn't matter who is driving - the car can find its way to victory lane. And besides, who says Sammy will stay at home? In this business, you just never know.

A little closer to home, most, if not all, of the 75-percent-participation teams from 2004 have given every indication that

they will be back on the IRA tour again in 2005. Additionally, Lloyd Dykstra will be moving up to the IRA 410 ranks. Another strong threat for rookie-of-the-year honors, expect K.J. Skelton at "area" IRA shows in the number 80.

Mike Reinke will run a similar schedule to last year's, as his team will once again be running weekly Knoxville shows as well as quite a few IRA shows for Scott Cowman. Todd Hepfner hopes to run most, if not all, of the entire IRA schedule. A hectic business schedule will likely determine whether a title chase in the plans.

We have already documented Rick Kelsey and Donny Schroff combining their efforts in a plan at running the full schedule. Dave Enders will run a limited IRA campaign unless additional sponsorship can be secured for the personable Kiel pilot. Look for more of the number 78, as Mike will steer the car some, while Donny Goeden may fill the seat for an occasional big-track run.

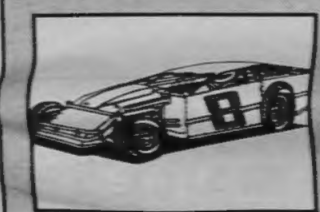
Scott Grissom plans on bringing his number 54 out and running more regularly with the IRA, at least for most of the Wisconsin dates. Charley Osborn will run a third car out of that team's stable on a limited basis. And how about this as a closer? Howie Gleason has hinted he may come out and play a little more frequently in his recently-all-too-absent number 21G.

Know of anyone wanting to get into sprint car racing? A multitude of opportunities abound as many teams look for additional crew members and general help. In addition, the Midwest Speedways Safety Team is also seeking qualified help on the road this year. Interested parties can contact Steve Sinclair at <srappex@sbcglobal.net> and he can help point you in the right direction to a nearby team in need.

So, as you can tell, my life in front of a computer screen these past few weeks has not all been for nothing. In addition to funneling the news and information, we are also working on securing a broadcast deal for 2005, expanding on the successful trials we had in '04.

In closing, we are really excited about the 2005 version of the IRA. The schedule provides a multitude of opportunities and, as you can see, the car potential is truly solid and, barring any early-season mishaps, should remain so all year. The core is solid, and, throw in an occasional run by some of the above mentioned part-timers, it should be a great year all the way around. If you have any news about your team or just want some information on running with the series or lending a hand, don't be afraid to pick up the phone or type up an e-mail to <arppix@arppix.com>.

Reichert's Ramblings



The 2005 version of Speedweeks in Florida has been rather remarkable for drivers from the Upper Midwest. First of all, the number of participants from the WISSOTA area and neighboring regions of Wisconsin and Minnesota was unprecedented - two dozen WISSOTA modified drivers were on

hand, along with another ten or so from other parts of this area. And not only were there spectacular numbers of drivers who towed all the way to Florida, but their performances running against cars from all over the country were also remarkable.

At the Volusia Speedway Park, Knapp, WI's Craig Thatcher won his third straight Speedweeks points title and will likely be the UMP modified Florida state champion for the third straight year, as there generally aren't any UMP-sanctioned races in the state except for Speedweeks.

When the modifieds moved over to East Bay Raceway Park, near Tampa, the five-night run culminated in an \$8,000-to-win main event, with Thunder Bay, Ontario's Joel Cryderman, driving a car for Craig Christianson, winning the big money. Julie McDermid of Oconto Falls, WI, finished third in the big race, while Joey Jensen and Thatcher finished fifth and sixth.

But they weren't the only ones who left a lasting impression on the modified fans. Brad Waits was a feature winner one night against a field of over 100 open-wheel cars, while Kent Arment finished second in the points standings at East Bay after several strong finishes. Chad Ohnstad, Steve Arpin and Christianson also recorded strong finishes, and there were sev-

eral other drivers who also accounted themselves well.

McDermid, who generally races with the eastern Wisconsin IMCA crew as well as a number of open shows, was consistently strong over the two-week period, with solid, consistent finishes night after night.

On the late model side, there weren't as many cars that made the trip from up north, but there were at least eight cars from the WISSOTA area and a couple more from southern Wisconsin. Brady Smith was the most noteworthy, as he had some outstanding runs at East Bay before he headed home. Jimmy Mars was close behind, with a number of consistent finishes, although a fourth at Volusia was the best he could garner. Terry Casey, Trent Follmer and Pat Doar also had their moments in the spotlight.

On the down side, one of the most serious accidents of the two-week period saw Caley Emerson total his car.

It was certainly the year to be in attendance for Speedweeks, as the Florida tracks boasted record car counts for most of their shows, and with only one rainout for the over two-week period, they enjoyed the best weather in recent memory.

Jim East, the editor of the Eau Claire *Leader-Telegram*, recently penned a very nice article for his paper on Scott Naset from Bloomer, WI. Naset is the car chief for Kevin Harvick on the NASCAR Cup tour, and East's story highlighted what it's like to lead the life of a key member of a big-time race team.

The Red Cedar Speedway has announced that they have set a date for its annual Super Stock Nationals. After a conflict came up on the original date they had selected, track officials have scheduled the race for Wednesday night, June 15. The race will pay \$2,000 to win and \$200 to start; heats will be 15

Ed Reichert

laps, the semi-features 20 laps, and the main event is scheduled for 50 laps.

This race has consistently provided some of the most interesting racing of the summer, and with the super stockers not used to running such a long-distance race, the last few laps of this event have been very eventful nearly every time it has been run. However, despite the excellent racing, this race has never been a big hit at the turnstiles, and this may be a make-or-break year for the event.

Also, Red Cedar's car show is scheduled for March 25-26.

I ran into Gary Forehand recently, and he tipped that his son Jason will have a new super stock for the 2005 racing season. Jason will be graduating from UW-Stout with an engineering degree this spring, and he has already started the rounds with the job interviews. Since it's not clear where Jason will be putting down roots, his racing schedule is not totally planned out yet, but after an off year in 2004, with some new equipment under him I look for a strong season for the number 02.

A recent conversation with Dale Bisonette revealed that the IRA sprint show, tentatively scheduled for the Rice Lake Speedway, will probably not happen on the originally proposed date. Track officials at Rice Lake remain in discussion with the sprint car folks as they search for an appropriate date for a possible visit by the winged warriors to the Rice Lake third-mile oval. Bisonette indicated that the track's 2005 schedule will very much mirror the 2004 schedule, with a doubleheader slated for May 28-29 and the season-ending doubleheader on September 2-3.

AAA to Return to Racing in Supporting Role for ISC

ORLANDO, FL, Feb. 18 -- The American Automobile Association, the organization that helped pioneer and officiate motorsports in the United States until 1955, has announced it will return as a major participant in professional auto racing. The motorists' organization will be the "official auto club" at 11 tracks owned and/or operated by International Speedway Corporation which will host NASCAR Nextel Cup Series and Indy Racing League events.

AAA is North America's largest motor club and membership organization, with more than 47 million members in the United States and Canada. The not-for-profit association is best known for roadside assistance and leisure travel services, as well as its advocacy of improved traffic safety and other consumer issues. AAA also offers members a broad range of discount programs and insurance and financial products.

As part of its agreement with ISC, AAA's logo will appear on track safety and recovery vehicles as well as on track signs, in racing programs, and in other promotional venues. Tracks will provide space for local AAA clubs to display and present membership services to race fans, and AAA will also offer roadside assistance services to fans during event weekends at ISC tracks.

AAA exited motorsports in the mid-1950s to concentrate on providing automotive and travel services to its rapidly expanding membership, while introducing new membership benefits. Several individual AAA clubs continued their involvement in racing at the local level during this period.

ISC owns and/or operates major motorsports facilities such as Daytona International Speedway, California Speedway and Homestead-Miami Speedway. It also holds an indirect interest in Raceway Associates, LLC, which owns and operates Chicagoland Speedway and Route 66 Raceway in Illinois.

WoO LM 'Dirty Dozen' Announced

COLORADO SPRINGS, CO, Feb. 17 -- The "Dirty Dozen" roster for the 2005 World of Outlaws Late Model Series season has been finalized, providing a roster of nationally-recognized dirt late model driving stars for the Series' 53-race schedule, which began Thursday, February 17, at Volusia Speedway Park in Barberville, FL.

Defending Series champion Scott Bloomquist of Mooresburg, TN, will be back to defend his title. Bloomquist powered to nine victories, 25 top-fives and 33 top-tens in 43 races in 2004 on his way to the title. Back to challenge Bloomquist will be Steve Francis of Ashland, KY, who grabbed the runner-up spot in the 2004 championship chase. Francis garnered five wins, 18 top-fives and 36 top-tens in 2004.

Rick Eckert of York, PA,

returns as a member of the "Dirty Dozen" after finishing third in 2004, courtesy of three wins, 28 top-fives and 33 top-tens. Chickamauga, GA, pilot Dale McDowell, who finished fourth in 2004 points after chalking up seven victories, 20 top-fives and 33 top-tens, returns to the tour.

Chub Frank of Bear Lake, PA, will challenge for the title in 2005 after a very trying year in 2004 in which he notched one win, 21 top-fives and 35 top-tens.

Dan Schlieper of Pewaukee, WI; Billy Moyer of Batesville, AR; Clint Smith of Senoia, GA; and Darrell Lanigan of Union, KY, all also return as members of the "Dirty Dozen." Rounding out the 2005 group are rising dirt late model star Tim McCreadie of Watertown, NY; Brian Birkhofer of Muscatine, IA; and John Blankenship of Williamson, WV.

Comments made by CFRN columnists are their own and do not necessarily reflect those of the staff and management of The Checkered Flag Racing News.

Track Improvements Completed for 101st Year of Racing at Tennessee State Fairgrounds

NASHVILLE, TN -- The historic Fairgrounds Speedway - now the Music City Motorplex - located at the Tennessee State Fairgrounds has seen numerous improvements during the off-season in preparation for the 2005 season.

The grandstand canopy that hangs over the 15,000 spectator seats has been painted for the first time in nearly 25 years, and the lighting and sound systems have been updated as well as the seating and accessibility.

Improving the race track to better the fans' experience is a top priority. A new muffler rule will be enforced this season, and a refined raceday schedule will allow for a fast-paced, non-stop evening of racing.

Speedway Concessions, which has recently acquired the lease for the track's concessions, is developing some new menu items and will cater to the race fan with affordable prices and faster service.

In the summer of 1904 this site hosted its first race event, and now 101 years later the facility is still hosting short-track auto racing, making it the oldest active track in the nation. The 2005 opening weekend kicks off on Saturday and Sunday, March 19-20.

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USMTS to Kick Off Busy Season at JMS

WEBSTER CITY, IA - The United States Modified Touring Series will kick off a full season of racing at Junction Motor Speedway in McCool Junction, NE, on March 11-12. This will be the second year in a row that USMTS has kicked off its season at JMS.

Last season the USMTS held events in Oklahoma, Missouri, Nebraska, Illinois, South Dakota, Iowa and

Minnesota, traveling over 25,000 miles and racing before more than 200,000 fans. The 2004 race at JMS saw over 60 drivers compete, and in 2005 the USMTS will showcase an expanded lineup of mod teams anxious to kick off the season. Drivers expected at this year's JMS event are 2004 series champion Kelly Shyrock, Mark Noble, Mike Chasteen, Johnny Sathoff, Jason Friesen, Wade

Cross, Jonathon Thompson, Greg Metz and others.

Open stock cars will also be on the card both nights as the support class for the USMTS. Each night will be a separate show for the open stock class, with the only rules being the use of any single carburetor and any eight-inch-wide tire. First place will pay \$300 to the winner each night.

Friday gates will open at 4 pm, with hot laps beginning at

6:30 and racing action to start at 7 pm. On Saturday, pit gates will open at noon, with hot laps at 3:30 and racing at 4 pm. The rain date is Sunday, March 13, with a starting time of 2 pm.

For an entry form or rules information about the USMTS, contact Todd Staley at (515) 832-7944. For information about the open stock car class, contact Steve Hansen at (402) 773-5538, ext. 9.

Lengyel Named to IMS Marketing Post

INDIANAPOLIS, IN, Feb. 10 - Phil Lengyel, a longtime member of the Walt Disney Company management team, will move to a newly-created position with the Indianapolis Motor Speedway Corporation in May, IMS president and chief executive officer Tony George announced February 10.

Lengyel, 55, will retire from Disney on April 25 after 23 years of service and will start May 1 as executive vice-president of marketing for the Speedway, the Indy Racing League and Clabber Girl Corporation. Lengyel will join the IMS corporate office as the fourth executive vice-president reporting to George.

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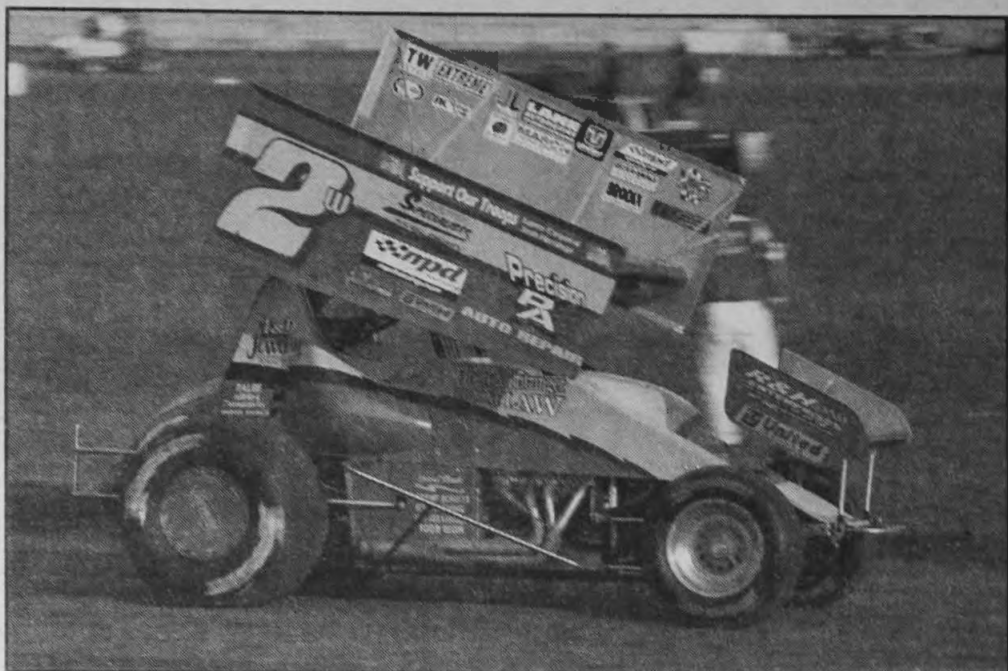
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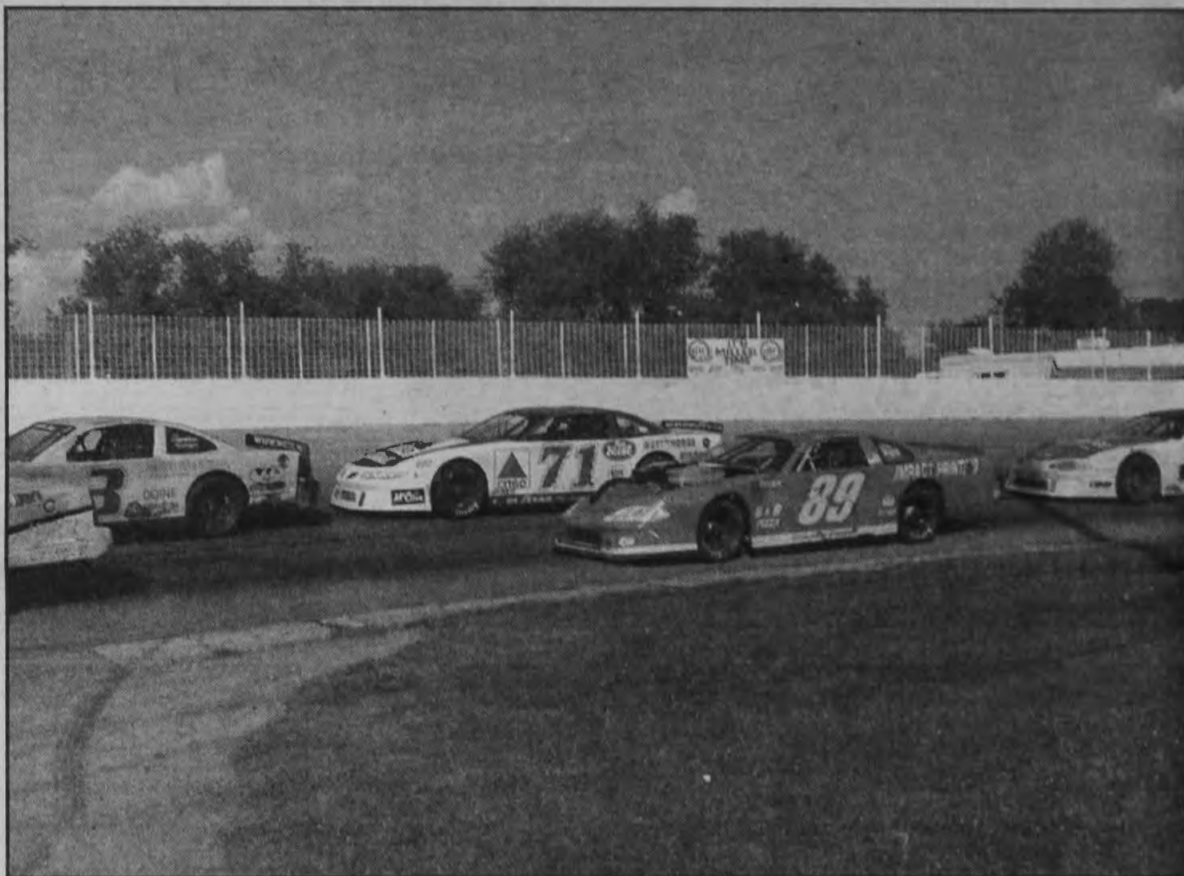


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